



Transportation Alliance D.C. Virtual Fly-In – MnDOT Surface Transportation Update September 22, 2020

Serge Phillips, MnDOT Federal Relations Manager

Federal Surface Transportation Reauthorization

- FAST Act ends September 2020
- Highway Trust Fund Running Low
- Divided Congress



Legislative Status Update

- The House of Representatives has passed a a five year, \$500 Billion surface transportation reauthorization bill called INVEST in America.
- The Senate has not acted on this bill.
- Sen. Klobuchar (Senate Commerce Committee – FMCSA, FRA)
- Sen. Smith (Senate Banking Committee – Mass Transit)

INVEST in America – Highway Funding

- \$319 billion for highways in total
 - \$4.7 billion - total 5 year formula apportionment for Minn.
- \$957 million formula apportionment for Minn. in FY2021
 - Expanded eligibility includes operations and maintenance.
 - Allows any highway funds obligated in FY 2021 to be up to 100 percent Federal share

INVEST in America – Highway Policy Provisions

- New NHPP requirements & eligibilities:
 - Fix It First: States must demonstrate progress in achieving a state of good repair on NHS
 - New national bridge improvement goals. States must obligate no less than 20 % of cumulative annual NHPP and STP apportionment
 - Safety barriers and nets on NHS bridges
 - Greenhouse gas emission reduction projects
 - Projects to “enhance resilience of a transportation facility” on or off the NHS
 - Wildlife mortality reduction projects
 - Evacuation route improvements on or off the NHS

INVEST in America – Highway Policy Provisions

- New STP requirements & eligibilities: Program name reverts to STP
 - New national bridge improvement goals. States must obligate no less than 20 % of cumulative annual NHPP and STP apportionment
 - New eligibilities: resiliency, greenhouse gas reduction projects, wildlife mortality reduction projects, and transit projects to increase bus frequency
 - Transportation Alternatives: 60% funding increase from the FAST Act
 - States with high levels of pedestrian and bicyclist fatalities will be subject to funding penalties; requires FHWA to adopt context sensitive and Complete Streets design principles

INVEST in America – Highway Policy Provisions

- Highway Safety - flexibility for non-infrastructure safety improvements restored; eligibility for the Safe Routes to School program; focuses on high-risk rural roads
- CMAQ - New eligibilities include shared micromobility, projects that mitigate congestion and hydrogen vehicle fueling stations (in addition to EV charging stations)
- Freight – States that have designated at least 90% of their national highway freight network miles get an extra 150 miles of critical rural freight corridors and 75 miles of critical urban freight corridors
- (New Program) Climate Change – \$8.4 billion to reduce carbon emissions, new greenhouse gas emissions performance measure based on carbon emissions per capita on all roads
- (New Program) Pre-Disaster Mitigation Program - \$6.3 billion to increase the resilience of highway or mass transit facilities to withstand natural disasters, and provide reasonable alternatives to repeatedly damaged facilities, or improve or change evacuation routes

INVEST in America – Transit Funding

- \$105 billion for mass transit programs (50% increase)
- \$188 million in FTA formula funds for Minnesota in FY2021
- \$919 million in formula funding over five years for Minnesota

INVEST in America – Transit Policy Provisions

- Funding focus on service frequency and ridership through the vehicle revenue miles metric instead of population or low operating costs
- Introduces changes to Buy America and procurement
- Funding increase for bus programs, including zero emission bus competitive grants, and creates a new state of good repair formula subgrant for additional formula dollars to transit agencies with old buses
- Increases Capital Investment Grant federal share to 80%

INVEST in America – New Discretionary Grants

- INFRA becomes Projects of National and Regional Significance (PNRS) –\$9 billion
- Metro Performance Program: \$750 million for high-performing localities, as determined by USDOT, bypassing states
- Community Transportation Investment Grants: \$600 million/year for local government applicants modeled after Virginia’s Smart Scale program
- Federal Lands and Tribal Major Projects Program: \$400 million/year
- Tribal High Priority Projects: \$50 million/year
- Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants: \$350 million/year year for grants for electric vehicle charging and hydrogen fueling infrastructure
- Community Climate Innovation Grants: \$250 million per year to non-state applicants for highway, transit, and rail projects, provided they reduce GHGs

Passenger Rail Provisions

- \$29 billion over five years for Amtrak, \$13 billion for the Northeast Corridor and \$16 billion for the National Network
- New grade separation grant program: \$2.5 billion over 5 years
- New \$19 billion Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program for capital investments.
- Reauthorizes the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program at \$7 billion over five years.

- End of Federal Fiscal Year September 30, 2020 with no surface transportation bill, no Appropriations bill in place for Oct. 1.
- This week the House released a one-year extension of the FAST Act (one year \$100 billion dollars) and a 72 day Appropriations CR
- November 2020 Elections

Thank you!

Serge Phillips

Sergius.phillips@state.mn.us

651-366-3075