



# 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