



# Fixing America's Surface Transportation ACT (FAST)

House Transportation Committee

Costa Pappis, Policy and Planning

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# FAST ACT Overview

## What is FAST?

- Fixing America's Surface Transportation Act
- 5-Year transportation reauthorization that replaces MAP-21.
- First long-term transportation bill since SAFETEA-LU in 2005.
- Authorizes highway, transit, and rail programs.

# FAST ACT Overview

## **Authorizations Do Not Guarantee that Programs Will Get Funded**

- Authorization Acts set Contract Authority
  - Annual formula apportionments
- Appropriations Acts set funding levels
  - Obligation limitation
  - Typically ~ 90% of apportionments
- FHWA/FTA/FRA Programmatic Guidance

# FAST ACT Overview

## Major Highlights

- Leaves core highway and transit programs intact with a modest increase in funding
- Renames the Surface Transportation Program
  - Now Surface Transportation Block Grant Program
- Creates a new formula freight program
- Allows NHPP funds to be used on non-NHS bridges on the federal-aid system
- Creates new discretionary programs for freight projects and transit buses/facilities
- Creates a new rail title

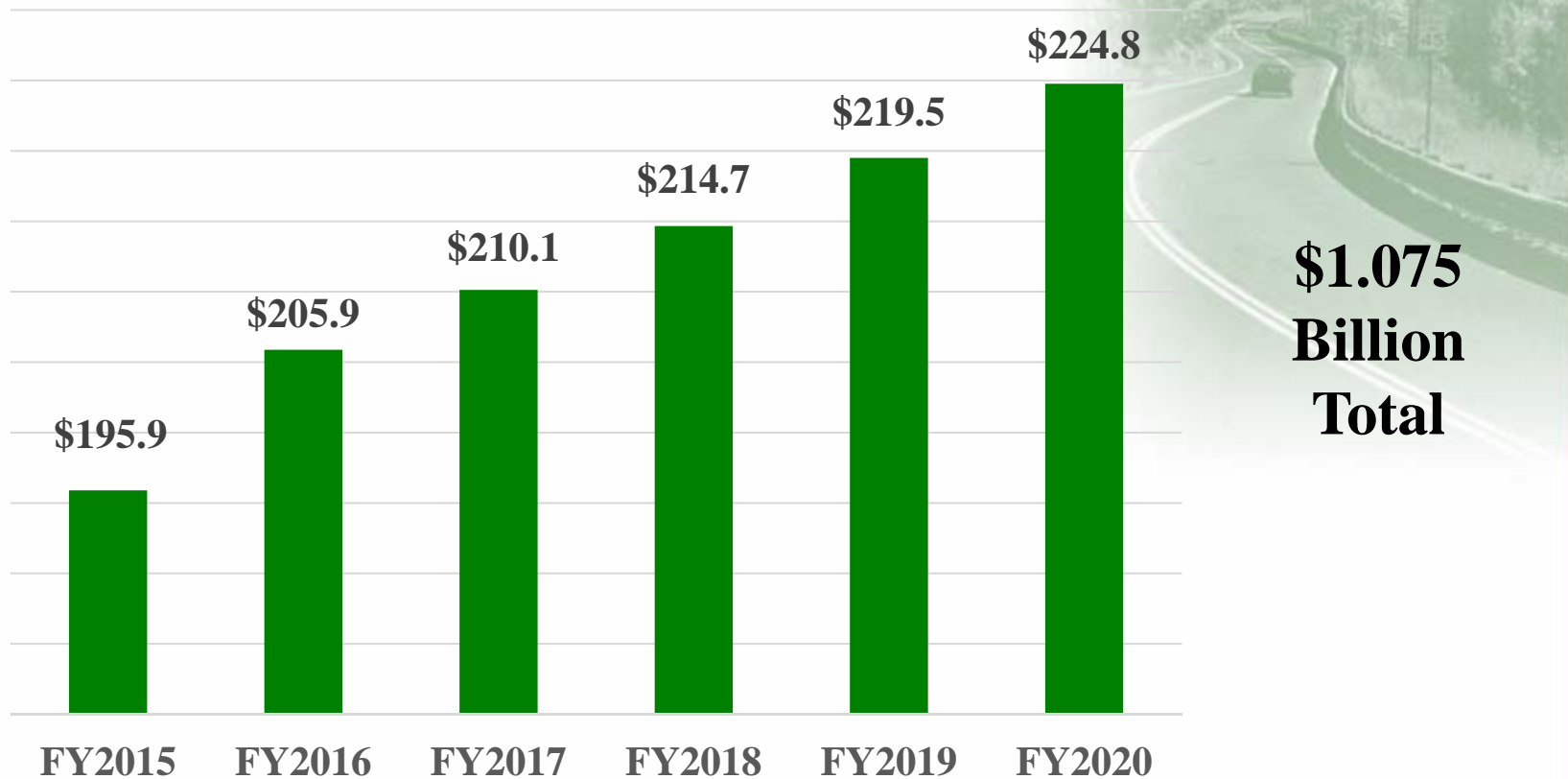
## Core Highway Programs

- National Highway Performance Program
- Surface Transportation Block Grant Program
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Improvement
- **National Highway Freight Program - NEW**
- Metropolitan Planning
- Rail-Highway Grade Crossing Program



# FAST ACT Overview

## FHWA - Vermont Estimated Apportionments

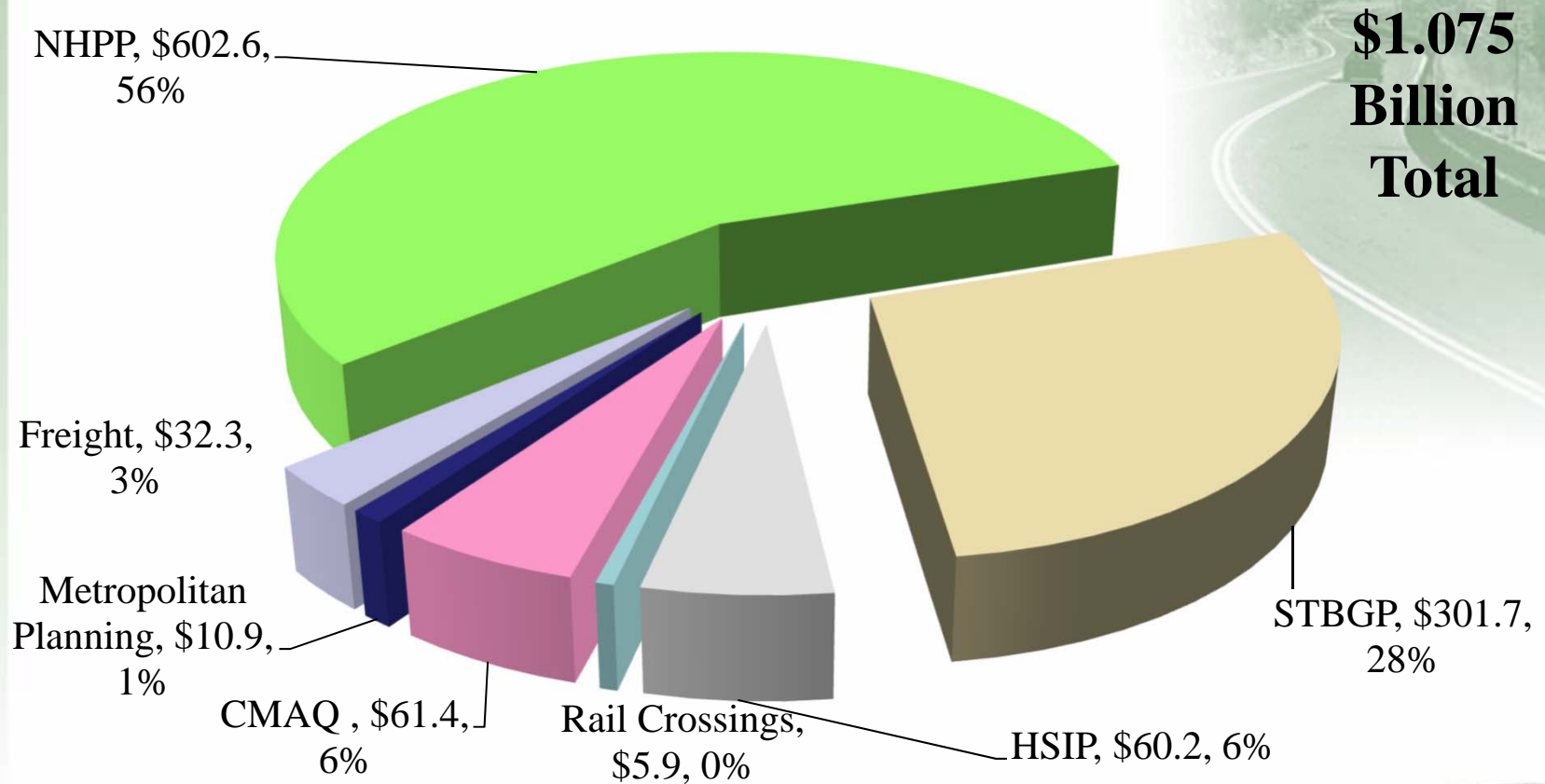


Source: FHWA (\$ millions)



# FAST ACT Overview

## FHWA - Vermont 5-Year Estimated Apportionments

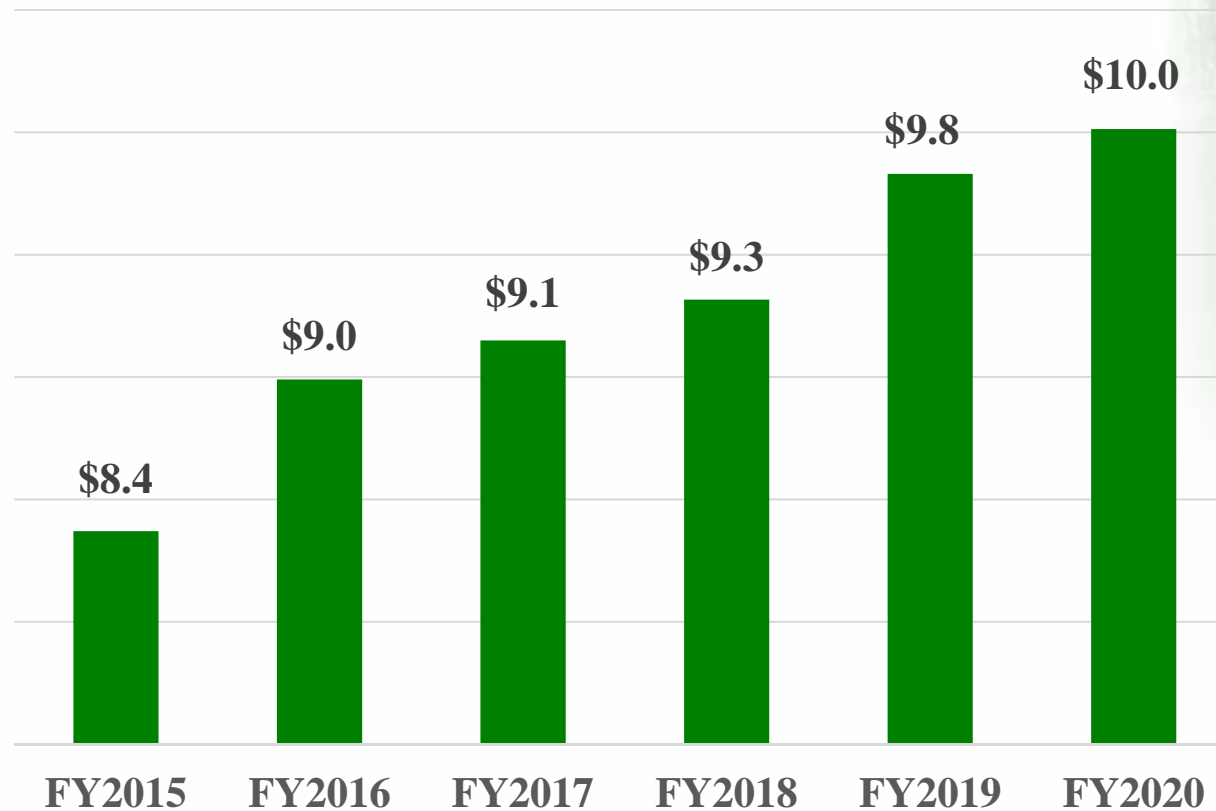


(Source: FHWA; \$ millions)



# FAST ACT Overview

## FTA - Vermont Estimated Apportionments



**\$47 Million  
Total**

Source: FTA (\$ millions)





## National Highway Performance Program

- Similar to MAP-21 – focus is on National Highway System.
- Allows NHPP funds to be used on non-NHS bridges on the FAS
  - Eliminates ‘donut’ hole for off-network bridges
  - NHS performance measures still need to be met
  - May be subject to FHWA guidance

# FAST ACT Overview

## Surface Transportation Block Grant Program

- The current off-system bridge set-aside is retained
- Transportation Alternatives Program (TAP) is folded into STBGP and renamed as an “STBGP Set-aside,”
  - Up to 50% could be transferred back for broader STBGP eligibility
- The optional Recreational Trails eligibility remains the same.

## Highway Safety

- Eliminates MAP-21 eligibility for education and awareness campaigns and projects to enforce highway safety laws.
- Exempt from rescission.

# FAST ACT Overview

## National Highway Freight Program - New

- Vermont will receive approximately \$32.3 million in this new formula program.
- Targeted at Designated National Highway Freight Network:
  - FHWA will likely develop project eligibility requirements.
  - Will likely be targeted at the National Highway System.

# FAST ACT Overview

## **Nationally Significant Freight & Highway Projects Discretionary Program - New**

- New program targeted at major highway, port, and rail projects.
- Funded at \$4.5 billion over 5 years.
- Must be high-cost project.

## Public Transit

- Leaves core programs intact with moderate increases in funding.
- \$500K annual increase to Bus and Bus Facilities Formula Program

## **Bus and Bus Facilities Discretionary Program - New**

- Authorizes new competitive grant programs for bus and bus facilities
- \$1.5 billion over five years
- VTrans has been successful in applying for similar funds in the past

# FAST ACT Overview

## Rail

- Combines the rail program title in the DRIVE Act with the stand-alone Passenger Rail Reform and Investment Act.
- Raises the liability cap on passenger rail accidents from \$200 million to \$295 million
- Creates capital assistance program for State-partnership routes – **No Appropriations yet**
- Creates a \$100 million restoration of services program - **No Appropriations yet**





# FAST ACT Overview

**Questions / Comments?**

