



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a - Handout

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Memorandum

TO: Legislation Committee

DATE: December 11, 2015

FR: Executive Director

W. I. 1131

RE: Fixing America's Surface Transportation (FAST) Act

Fast Action by Congress to Sustain Federal Transportation Funding

On December 4, 2015, just a day after approval by Congress, President Obama signed H.R. 22, the FAST Act (Fixing America's Surface Transportation Act), establishing funding levels and federal policy for our nation's highways and public transit systems for fiscal years (FY) 2016 through FY 2020. The bill authorizes \$305 billion in spending over five-years, \$281 billion from the Highway Trust Fund, plus \$24 billion from the General Fund.

Relative to FY 2015, the FAST Act boosts transit funding by 10 percent in FY 2016, while highway funding is increased by 5 percent. Thereafter, the annual growth rate for both highways and transit is slightly above 2 percent. In lieu of raising the gas tax to close the gap between annual expenditures and annual revenue deposited in the Highway Trust Fund (HTF), the bill is paid for by a variety of budgetary sleights of hand that enable a transfer to the HTF of approximately \$70 billion in General Fund revenue. (Once transferred to the HTF, those funds are no longer considered General Fund revenue and are included within the \$281 billion referenced above.) The federal gas tax is a flat rate of 18.4 cents per gallon and has not been raised since 1993.

For the San Francisco Bay Area, the FAST Act will provide a welcome increase both in roadway and transit funding as is further outlined in Attachment 3 to this memo. Relative to FY 2015 funding levels, the FAST Act provides the region with approximately \$30 million more in transit formula funding in FY 2016, with the bump ramping up to \$64 million by FY 2020. With respect to highway formula funding, the FAST Act provides the region approximately \$14 million in FY 2016 over FY 2015 levels, rising to \$37 million by FY 2020.

Highway Funding

With respect to the Bay Area's share of highway formula funding, we estimate approximately \$834 million in Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding—the two sources of flexible federal highway funds that come directly to the Bay Area for decision. These funds are used for the region's One Bay Area Grant Program (OBAG), the second cycle of which was approved in November. This is about \$69 million more than anticipated over the five-year period, including \$30 million in additional CMAQ funding and \$39 million in additional STP funds. If we extrapolate the FAST Act's annual growth rate through FY 2022 (the final year of the OBAG 2 programming cycle), funding would be up by approximately \$93 million.

Transit Funding

Receiving the largest boost of any formula program is the State of Good Repair (SGR) Program (Section 5337, Federal Transit Administration (FTA) funds), increased almost 16 percent in FY 2016, plus almost 2 percent annual growth thereafter. This is good news for the Bay Area because of our tremendous transit capital replacement needs and because we receive a larger share of this program than any of the federal transit formula programs (8 percent of the nationwide amount vs. 4 percent for other programs). As shown on Attachment 3, the bill provides the region with approximately \$1 billion in 5337 SGR funds over the five-year period. This includes a \$27 million increase over FY 2015 funding levels in FY 2016, rising to a \$41 million boost by FY 2020.

With respect to Urbanized Area funding (Section 5307 FTA funds), the other major transit formula program, the FAST Act provides the Bay Area approximately \$1.1 billion over the five-year period. This includes a \$4 million increase over FY 2015 funding levels in FY 2016, rising to a \$22 million boost by FY 2020.

For a summary of the key aspects of the bill prepared by MTC staff, see Attachment 1. National, statewide and Bay Area funding estimates are shown in Attachments 2 and 3. The actual funding levels for the region will not be known until funds are apportioned each year, as the Bay Area's share of transit and highway funds changes slightly based on formula factors that vary year to year.



Steve Heminger

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MTC OVERVIEW OF FAST ACT

MAJOR FUNDING PROGRAM CHANGES

Federal Transit Administration

Capital Investment Grants

The FAST Act provides a 21 percent boost in Capital Investment Grant funding (Section 5309 FTA Funds), the major federal funding source for transit expansion projects, commonly known as New Starts. Funding is increased from \$1.9 billion in FY 2015 to \$2.3 billion per year for FY 2016 through FY 2020. It is important to note, however, that since the New Starts program is funded by the General Fund, each year's actual funding level will be determined in the annual appropriations bill.

New Starts is a high priority program for the Bay Area as it provides a key funding source for two major rail expansion projects currently under construction — BART to Silicon Valley (Phase 1 to Berryessa) and San Francisco Central Subway, both of which have Full Funding Grant Agreements from FTA. The next generation of Bay Area projects to be seeking New Starts funding are Caltrain Downtown Extension (DTX) project and BART Silicon Valley (Phase 2 to Santa Clara). In addition to these rail extensions, the region also has two Core Capacity projects that are seeking New Starts funding — BART's automated train control project as well as Caltrain electrification.

The Bay Area also has several smaller projects seeking funding under the program's "Small Starts" category for projects seeking less than \$75 million with a total construction cost below \$300 million, including San Francisco Municipal Transportation Authority's Van Ness Bus Rapid Transit (BRT) line. The FAST Act does not specify the share of funds to be used for major fixed guideway extensions, Small Starts or Core Capacity. This will be dealt with on an annual basis in each year's appropriations bill.

With respect to policy changes, the FAST Act removes all references to "policies and land use patterns that promote public transportation," a factor that has guided the FTA's scoring of projects in recognition of the strong relationship between land use and transit ridership. The bill also reduces from 80 percent to 60 percent the share that New Starts funds can comprise in the total budget for a New Fixed Guideway Project, but leaves it at 80 percent for Small Starts and Core Capacity Projects.

Bus and Bus Facilities

The FAST Act maintains the Bus and Bus Facilities (Section 5339 FTA funds) formula-based program at flat FY 2015 funding levels in FY 2016 — growing just 1.7 percent per year through the duration of the bill. Unfortunately, due to an increase in an annual set-aside for states, the funding distributed directly to operators declines so the region will see a 7 percent cut in bus formula funding in FY 2016, eventually catching up to FY 2015 funding levels by FY 2019. The bill restores a competitive Bus and Bus Facilities program that was eliminated by MAP 21, providing \$268 million per year in FY 2016, reaching \$344 million in FY 2020. Of this total, \$55 million is reserved each year for "low or no emission" vehicle purchases or related facilities and equipment, a program in which Bay Area operators should compete well.

Enhanced Mobility of Seniors & Individuals with Disabilities

The FAST Act provides \$263 million for the Enhanced Mobility of Seniors & Individuals with Disabilities formula program (Section 5310 FTA funds) in FY 2016, a modest increase over FY 2015, growing at about 2 percent per year through the duration of the bill. The bill also creates a new pilot program for "innovative coordinated access and mobility," with an emphasis on technology,

funded at \$2 million in FY 2016, reaching \$3.5 million in FY 2020 for the “transportation disadvantaged that improve the coordination of transportation services and nonemergency medical transportation services.” The region’s share of this program will grow from \$4.4 million in FY 2016 to \$4.8 million in FY 2020.

Federal Highway Administration

Surface Transportation Block Grant Program

The FAST Act changes the name of the longstanding Surface Transportation Program to the Surface Transportation Block Grant Program (STBGP). Other than repealing a report requirement that states submit to the Secretary of the Department of Transportation on their use of the funds, the STBGP will function much the same as STP. Congress responded to the calls by regional and local agencies to increase the share of funds suballocated on the basis of population by increasing it from 50 percent to 51 percent in FY 2015, growing by 1 percent each year to 55 percent by 2020).

The bill expands STBGP project eligibility to include, at the request of a state, administrative and subsidy costs related to providing a state with federal credit assistance under TIFIA (Transportation Infrastructure Finance and Innovation Act) and costs associated with the creation and operation of a public-private partnership (P3) office to assist in the design, implementation and oversight of transit or highway P3 projects. Notably, funds may be used to pay a stipend to “unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.”

California is slated to receive approximately \$4.7 billion in STBGP funds, of which the Bay Area will receive approximately \$463 million.

Transportation Alternatives Program

The FAST Act incorporated the House bill’s language with respect to the Transportation Alternatives Program (TAP), turning it into a set-aside of the Surface Transportation Block Grant Program — just as the former “Transportation Enhancements” program was a 10 percent set-aside of STP prior to MAP 21. Rather than receiving a percentage of STBGP funds, the share of TAP funds is specified in the bill at \$835 million in the bill’s first two years, rising to \$850 million for the final three years. The bill makes no eligibility changes to TAP, but allows MPOs to spend their share of TAP funds (50% are distributed on the basis of population) on any STP-eligible project. In California, TAP funds are incorporated into the state’s Active Transportation Program — limited to projects that improve bicycle and pedestrian safety and access — so this provision would not apply absent a change in state law.

California is slated to receive approximately \$349 million over the five-year period, of which the Bay Area will receive approximately \$30 million in formula funds, with the potential to receive additional TAP funds from the statewide competitive portion.

Congestion Mitigation & Air Quality

The FAST Act makes no significant changes to the CMAQ program affecting the Bay Area, a significant victory given restrictive language included in both the House and Senate-approved bills that would have required a large portion of the region’s CMAQ funds to be spent on diesel engine retrofit or replacement rather than variety of bicycle, pedestrian and transit improvements currently funded within the region’s OBAG program. In response to a coordinated lobbying effort to preserve flexibility led by MTC, this language was removed in the final conference report.

California is slated to receive approximately \$2.4 billion over the five-year period, of which the Bay Area will receive approximately \$371 million.

National Highway Freight Program

The FAST Act establishes the first ever federal highway program focused on freight, the National Highway Freight Program. Funds are distributed so that each state's share is equivalent to its share of the overall federal highway program. The bill would establish a National Highway Freight Network consisting of:

- The primary highway freight system (defined as the 41,518-mile primary freight network established pursuant to MAP 21)
- Critical rural freight corridors
- Critical urban freight corridors
- Portions of the Interstate system not designated as part of the primary highway freight system

States, including California, that have over 2 percent of the US total of mileage on the National Highway Freight Network are required to spend their annual freight funding on projects on the primary highway freight system, critical rural freight corridors, or critical urban freight corridors. Up to 10 percent of a state's total freight apportionment may be spent on intermodal or freight rail projects.

The bill requires the Administrator of the Federal Highway Administration to redesignate the Primary Highway Freight System five years after enactment of the FAST Act, and every five years thereafter. Notably, for urbanized areas with a population greater than 500,000, the MPO, in consultation with the state, may designate (at any time) a public road within its borders as a critical urban freight corridor if it meets the following criteria:

- Is located in an urbanized area
- Connects an intermodal facility to the primary highway freight system, the Interstate system or an intermodal freight facility
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- Is important to the movement of freight within the region, as determined by the MPO or the state.

Building on the new emphasis on performance measures in federal law, the law requires the FHWA Administrator to submit a report to Congress that describes the conditions and performance of the National Highway Freight Network within two years of enactment and biennially thereafter.

With respect to project eligibility, the bill enumerates 23 different types of projects, including, not strictly construction projects but also intelligent transportation systems (ITS) projects, railway-highway grade separation, truck parking facilities, real time traffic and multimodal transportation information systems, traffic signal optimization, ramp metering and environmental and community mitigation for freight movement.

California is slated to receive approximately \$582 million in NHFP funds over the five years.

Nationally Significant Freight and Highway Projects Program

The bill establishes a new discretionary (competitive) program for projects of national or regional significance. The goals of the program are to:

- Improve the safety, efficiency and reliability of the movement of freight and people
- Generate national or regional economic benefits and increase U.S. global competitiveness
- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of freight transportation
- Enhance the resilience of critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address impact of population growth on movement of people and freight

The bill establishes a minimum grant award of \$25 million. Eligible applicants are states, MPOs serving an urbanized area with a population greater than 200,000, a unit or group of local government(s), a political subdivision of a state or local government, a special district, a port authority, a federal land management agency applying jointly with a state and a tribal government. Funding for freight rail or intermodal projects or projects to facilitate intermodal transfer or access into a freight rail, water or intermodal facility is capped at \$500 million over the 5-year lifetime of the bill.

Nationally, the program receives \$800 million FY 2016, growing to \$1 billion by FY 2020. As this is a competitive program, we cannot predict how much funding California or the Bay Area will receive. However, it seems reasonable to assume the state would receive at least 10 percent of the funds, equivalent to \$450 million over the five-year period.

OTHER PROGRAM CHANGES

Metropolitan Planning

The bill makes changes to the provisions related to a requirement added in MAP 21 that MPO boards include a representative of public transit operators to clarify that a board member may satisfy that requirement while also serving as a representative of a local jurisdiction. This is consistent with MTC's interpretation of the intent of the original statute, but in 2014, the Federal Transit Administration had issued a policy guidance suggesting that it would take a different view.

With respect to the metropolitan planning process, the bill requires consideration of resiliency and responsiveness to natural disasters, emphasizes intermodal transfer facilities, intercity bus services and facilities, public ports and tourism. The bill also authorizes an MPO to develop a congestion management plan that considers regional goals to reduce vehicle miles traveled during peak times and improve job access to low income areas. The bill clarifies that "private transportation" includes consideration of intercity bus operators and employer-based commuting programs.

Project Delivery

The FAST Act includes a separate "subtitle" focused on "Acceleration of Project Delivery," consisting of 18 individual sections. Of particular interest to California, which has its own rigorous California Environmental Quality Act (CEQA), is a new section named "Program for eliminating duplication of environmental reviews" designed to allow a state to substitute one or more state environmental laws for the National Environmental Policy Act (NEPA). The program is limited to five states. Participation in the program is at the discretion of the DOT Secretary, who has 120 days to approve or reject an application.

The general thrust of the other project delivery provisions is to require greater coordination, timely review and accountability by federal agencies responsible for reviewing environmental documents. The act includes these additional changes:

- Exempts a “common post-1945 concrete or steel bridge or culvert” from individual historic preservation review.
- Encourages the use of programmatic mitigation plans and planning documents in environmental review.
- Allows the use of an errata sheet when a minor change needs to be made to an environmental document.
- Requires the DOT Secretary to develop, within 18 months, a searchable database of projects requiring an environmental analysis or permit.
- Establishes a new “At Risk Project Preagreement Authority” option — similar to a “letter of no prejudice” for sponsors of federal highway-funded projects to begin preliminary engineering work before a project receives its official authorization to proceed. Federal reimbursement of such expenditures would therefore be at their own risk.

Public-Private Partnerships/Innovative Finance

The FAST Act reduces funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) from \$1 billion in MAP 21 to \$275 million in FY 2016, reaching \$300 million in FY 2020. The bill also broadened TIFIA flexibility to include transit-oriented development (TOD) as well as groups of projects, and lowers the cost threshold to \$10 million for intelligent transportation system, rural, and TOD projects.

The act establishes a new National Surface Transportation and Innovative Finance Bureau within the DOT to provide assistance and communicate best practices related to the use of TIFIA and public-private partnerships. The Bureau will administer the TIFIA program, the Railroad Rehabilitation and Improvement Financing Program and the new Nationally Significant Freight and Highway Projects Program.

Regional Infrastructure Demonstration Program

The bill establishes a new program to assist local governments interested in obtaining funding under TIFIA, providing \$11.7 million in grants for local entities that wish to serve as “regional infrastructure accelerators.” In evaluating applications by regional entities, the Secretary is required to consider geographic diversity, existence of a plan to evaluate and promote innovative financing methods, including TIFIA, and other methods of incorporating private capital into financing of transportation projects, and to increase transparency with respect to infrastructure project analysis.

Tolling Provisions

The bill makes a number of changes related to express lane provisions, starting with replacing all references to “state agencies” with “public authorities” in recognition that many toll roads are operated by entities other than the state. The bill retains the strict performance standard that requires facilities maintain a minimum average operating speed of 45 miles per hour during the morning or evening peak hour periods 90 percent of the time over a consecutive 180-day period, but provides a formal process for a state to seek a waiver from sanctions if such waiver is in the best interest of the traveling public and the public authority is meeting all conditions in a plan to improve performance.

In the event that a facility is failing the performance standard, the bill requires the public authority to submit a plan to the DOT Secretary within 180 days, and requires the Secretary to provide written notice within 60 days as to whether or not the plan will be approved or disapproved. Annual updates must be provided regarding steps taken to bring the facility into compliance with federal standards

until the facility is no longer considered “degraded.” The bill also adds new provision requiring that for any express lane on the Interstate System, the public authority consult with the MPO concerning the placement and amount of tolls on the facility.

Finally, the bill revises the Interstate System Reconstruction and Rehabilitation Pilot Program — established in 1998 by the Transportation Equity Act for the 21st Century (TEA 21), the only program that allows tolling of existing free lanes — to open it up to three more states by establishing a deadline by which states with provisionally approved applications must complete their environmental review and execute a toll agreement with the DOT Secretary. The program is limited to three projects on the Interstate system in three separate states, but those states with preliminary approval (Virginia, Missouri and North Carolina) have not moved forward with their projects.

Electric Vehicles

The Fast Act requires the DOT Secretary to designate national electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling corridors that identify the near and long term need for and location of charging and fueling infrastructure at strategic locations along major national highways to improve the mobility of passenger and commercial vehicles using these technologies. The bill requires the DOT Secretary to solicit nominations from state and local officials, incorporate existing corridors designated by a state or group of states and consider demand for and location of existing charging and alternative fuel fueling stations and infrastructure. The bill requires the corridors to be updated at least every 5 years.

Intelligent Transportation Systems

In recognition of the important role that technology plays in addressing our transportation challenges, the FAST Act includes a separate “Innovation” title, referred to as the “Transportation for Tomorrow” act within the bill. Comprised of 28 different sections, the key highlights include:

- A new Technology and Innovation Deployment Program, funded at \$68 million per year, to accelerate the deployment of new technology and innovations and analyze Federal, State, and local cost savings, project delivery time improvements, reduced fatalities, and congestion impacts.
- A new Advanced Transportation and Congestion Management Technologies Deployment Program, funded at \$60 million per year, to provide competitive grants to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The program receives estimated to fund between 5 - 10 grants per year will be awarded to deploy a wide array of ITS and technology strategies to reduce congestion, improve safety, improve access and mobility and for other purposes
- New eligibility for installation of vehicle-to-infrastructure (V2I) communication equipment within all major highway formula programs.

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
Federal Highway Administration									
1101(a)(1)	Federal-Aid Highway Program (Formulas)	HTF CA	37,798.0	39,727.5	40,547.8	41,424.0	42,358.9	43,373.3	207,431.5
	<i>National Highway Performance Program</i>		21,908.2	22,332.3	22,827.9	23,262.0	23,741.4	24,235.6	116,399.1
	<i>Surface Transportation Block Grant Program</i>		10,077.1	11,162.6	11,424.4	11,667.8	11,876.3	12,137.0	58,268.1
	<i>Highway Safety Improvement Program</i>		2,192.4	2,225.6	2,275.1	2,317.8	2,359.6	2,407.4	11,585.4
	<i>Railway-Highway Grade Crossings</i>		220.0	225.0	230.0	235.0	240.0	245.0	1,175.0
	<i>Congestion Mitigation & Air Quality Program</i>		2,266.9	2,309.1	2,360.3	2,405.2	2,449.2	2,499.0	12,022.7
	<i>Metropolitan Planning Program</i>		313.6	329.3	336.9	343.0	350.4	358.5	1,718.1
	<i>National Highway Freight Program</i>		0.0	1,140.2	1,090.7	1,189.8	1,338.5	1,487.3	6,246.5
	<i>Transportation Alternatives/STBGP Set-Aside</i>		819.9	835.0	835.0	850.0	850.0	850.0	4,220.0
1418	<i>SAFETEA-LU Legacy Allocated Safety Programs</i>		0.0	3.5	3.5	3.5	3.5	3.5	17.5
1101(a)(2)	Transp. Infra. Finance & Innovation Prog.	HTF CA	1,000.0	275.0	275.0	285.0	300.0	300.0	1,435.0
1101(a)(3)(A)	Tribal Transportation Program	HTF CA	450.0	465.0	475.0	485.0	495.0	505.0	2,425.0
1101(a)(3)(B)	Federal Lands Transportation Program	HTF CA	300.0	335.0	345.0	355.0	365.0	375.0	1,775.0
	<i>FLTP: National Park Service</i>			268.0	276.0	284.0	292.0	300.0	1,420.0
	<i>FLTP: Fish and Wildlife Service</i>			30.0	30.0	30.0	30.0	30.0	150.0
	<i>FLTP: Forest Service</i>			15.0	16.0	17.0	18.0	19.0	85.0
1101(a)(3)(C)	Federal Lands Access Program	HTF CA	250.0	250.0	255.0	260.0	265.0	270.0	1,300.0
1101(a)(4)	Territorial and Puerto Rico Highways	HTF CA	190.0	200.0	200.0	200.0	200.0	200.0	1,000.0
1115	<i>Puerto Rico Set-Aside</i>		150.0	158.0	158.0	158.0	158.0	158.0	790.0
1115	<i>Territories Set-Aside</i>		40.0	42.0	42.0	42.0	42.0	42.0	210.0
1101(a)(5)	Nat. Signif. Freight & Highway Projects	HTF CA	0.0	800.0	850.0	900.0	950.0	1,000.0	4,500.0
1104(a)	Administrative Expenses	HTF CA	440.0	453.0	459.8	466.7	473.7	480.8	2,334.0
1110	<i>Highway Use Tax Evasion Set-Aside</i>		10.0	4.0	4.0	4.0	4.0	4.0	20.0
	<i>SAFETEA-LU Legacy Allocated Safety Programs</i>		3.0	<i>Transferred to set-aside from FAHP formula programs above</i>					
23USC§140	<i>On-the-job training</i>		10.0	10.0	10.0	10.0	10.0	10.0	50.0
23USC§140	<i>DBE training</i>		10.0	10.0	10.0	10.0	10.0	10.0	50.0
1112	Ferry Boats and Facilities	HTF CA	67.0	80.0	80.0	80.0	80.0	80.0	400.0
1123	Fed./Tribal Nat. Signif. Projects	GF Auth.	0.0	100.0	100.0	100.0	100.0	100.0	500.0
1438	Rescission Effective July 1, 2020	HTF CA	0.0	0.0	0.0	0.0	0.0	-7,569.0	-7,569.0
1441	Regional Infra. Accelerator Demo	GF Auth.	0.0	12.0	0.0	0.0	0.0	0.0	12.0
6002(a)(1)	Highway R&D Program	HTF CA	115.0	125.0	125.0	125.0	125.0	125.0	625.0
6020	<i>Surface Transpo. Funding Alternatives Studies</i>		0.0	15.0	20.0	20.0	20.0	20.0	95.0
6021	<i>Future Interstate Study</i>		0.0	5.0	0.0	0.0	0.0	0.0	5.0
6028	<i>Performance Management Data Support</i>		0.0	10.0	10.0	10.0	10.0	10.0	50.0
6002(a)(2)	Tech. & Innov. Deployment	HTF CA	62.5	67.0	67.5	67.5	67.5	67.5	337.0
6002(a)(3)	Training and Education	HTF CA	24.0	24.0	24.0	24.0	24.0	24.0	120.0
6002(a)(4)	Intelligent Transpo. Systems	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
6002(a)(5)	University Transpo. Centers	HTF CA	72.5	72.5	75.0	75.0	77.5	77.5	377.5
6002(a)(6)	Bureau of Transpo. Statistics	HTF CA	26.0	26.0	26.0	26.0	26.0	26.0	130.0
23 USC §125	Emergency Relief (Statutory - Not In Bill)	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
Total FHWA Contract Authority (Gross)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	47,104.1	225,190.0
Total FHWA Contract Authority (Net)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	39,535.1	217,621.0
Total Gross FHWA Contract Authority Subject to Limitation			40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
1102(a)	Highways Obligation Limitation		40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
Federal Transit Administration									
3016	Formula and Bus Grants	HTF CA	8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
5338(a)(2)(A)	<i>Planning Programs (§5305)</i>		128.8	130.7	133.4	136.2	139.1	142.0	681.5
5338(a)(2)(B)	<i>Metropolitan Planning (20005(b))</i>		10.0	10.0	10.0	10.0	10.0	10.0	50.0
5338(a)(2)(C)	<i>Urbanized Area Formula Grants (§5307)</i>		4,458.7	4,538.9	4,629.7	4,726.9	4,827.1	4,929.5	23,652.1
5338(a)(2)(D)	<i>Elderly/Disabled (§5310)</i>		258.3	262.9	268.2	273.8	279.6	285.6	1,370.2
5338(a)(2)(E)	<i>Mobility of Seniors/Disabled (3006(b))</i>		0.0	2.0	3.0	3.3	3.5	3.5	15.3
5338(a)(2)(F)	<i>Rural Formula Grants (§5311)</i>		607.8	620.0	632.4	645.6	659.3	673.3	3,230.6
5338(a)(2)(G)	<i>R&D Demo. & Deployment (§5312)</i>		0.0	28.0	28.0	28.0	28.0	28.0	140.0
5338(a)(2)(H)	<i>Technical Assistance/Standards (§5314)</i>		0.0	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(I)	<i>National Transit Institute (§5322(d))</i>		5.0	5.0	5.0	5.0	5.0	5.0	25.0
5338(a)(2)(J)	<i>Bus Testing Facility (§5318)</i>		3.0	3.0	3.0	3.0	3.0	3.0	15.0
5338(a)(2)(K)	<i>National Transit Database (§5335)</i>		3.9	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(L)	<i>State of Good Repair (§5337)</i>		2,165.9	2,507.0	2,549.7	2,593.7	2,638.4	2,683.8	12,972.5
5338(a)(2)(M)	<i>Bus and Bus Facility Formula (§5339(a))</i>		427.8	427.8	436.4	445.5	455.0	464.6	2,229.2
5338(a)(2)(N)	<i>Bus and Bus Facility Discretionary (§5339(c))</i>		0.0	268.0	283.6	301.5	322.1	344.0	1,519.2
5338(a)(2)(O)	<i>Fast Growth/High Density (§5340)</i>		525.9	536.3	544.4	552.8	561.3	570.0	2,764.8
3016	R&D, Demonstration & Deployment	GF Auth.	70.0	20.0	20.0	20.0	20.0	20.0	100.0
3016	Technical Assistance and Training	GF Auth.	7.0	5.0	5.0	5.0	5.0	5.0	25.0

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
3016	Capital Investment Grants	GFAuth.	1,907.0	2,301.8	2,301.8	2,301.8	2,301.8	2,301.8	11,508.9
3016	Administration	GF Auth.	110.0	115.0	115.0	115.0	115.0	115.0	575.1
3028	Positive Train Control Grants	HTF CA	0.0	0.0	199.0	0.0	0.0	0.0	199.0
Total FTA Contract Authority			8,595.0	9,347.6	9,733.7	9,733.4	9,939.4	10,150.3	48,904.4
Total FTA General Fund Authorizations			2,094.0	2,441.8	2,441.8	2,441.8	2,441.8	2,441.8	12,209.0
3018	Obligation Limitation		8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
National Highway Traffic Safety Administration (Highway Safety)									
4001(a)(1)	Highway Safety Programs (§402)	HTF CA	235.0	243.5	252.3	261.2	270.4	279.8	1,307.2
4001(a)(2)	Highway Safety R&D (§403)	HTF CA	113.5	137.8	140.7	143.7	146.7	149.8	718.7
4001(a)(3)	National Priority Safety Programs (§405)	HTF CA	272.0	274.7	277.5	280.2	283.0	285.9	1,401.3
4001(a)(4)	National Driver Register (chapter 309)	HTF CA	5.0	5.2	5.2	5.3	5.4	5.5	26.6
4001(a)(5)	High-Visibility Enforcement (§404)	HTF CA	29.0	29.3	29.5	29.9	30.2	30.5	149.4
4001(a)(6)	Administrative Expenses	HTF CA	25.5	25.8	26.1	26.3	26.6	26.8	131.7
Total NHTSA Contract Authority			680.0	716.3	731.3	746.6	762.3	778.3	3,734.9
Federal Motor Carrier Safety Administration									
5101(c)	Motor Carrier Safety Assistance Program	HTF CA		0.0	292.6	298.9	304.3	308.7	1,204.5
5101(c)	High Priority Activities	HTF CA		0.0	42.2	43.1	44.0	44.9	174.2
5101(c)	CMV Operations Grant Program	HTF CA		0.0	1.0	1.0	1.0	1.0	4.0
5101(c)	CDL Program Implementation Program	HTF CA		0.0	31.2	31.8	32.5	33.2	128.7
5103(a)	Administrative Expenses	HTF CA	259.0	267.4	277.2	283.0	284.0	288.0	1,399.6
5105(a)	Extension of Existing MCSAP	HTF CA	218.0	218.0	0.0	0.0	0.0	0.0	218.0
5105(b)	Extension of Existing Grants	HTF CA	95.0	95.0	0.0	0.0	0.0	0.0	95.0
Total FMCSA Contract Authority			572.0	580.4	644.2	657.8	665.8	675.8	3,224.0
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (GROSS)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (NET)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
TOTAL OB. LIMITS PLUS EXEMPT OBLIGATIONS			50,842.0	53,744.3	54,915.3	56,111.0	57,375.1	58,708.6	280,854.3
Pipeline and Hazardous Materials Safety Administration									
7101	Hazardous Materials Transportation	GF Auth.	42.8	53.0	55.0	57.0	58.0	60.0	283.0
7101	Emergency Preparedness Fund	EPF Auth.	23.8	23.8	23.8	23.8	23.8	23.8	118.8
7101	HazMat Training Grants	EPF Auth.	4.0	4.0	4.0	4.0	4.0	4.0	20.0
Total PHMSA Authorizations			70.5	80.8	82.8	84.8	85.8	87.8	421.8
Federal Railroad Administration									
11101(a)	Amtrak Grants - Northeast Corridor	GF Auth.		450.0	474.0	515.0	557.0	600.0	2,596.0
11101(g)	Set-Aside: NEC Commission			5.0	5.0	5.0	5.0	5.0	25.0
11101(b)	Amtrak Grants - National Network	GF Auth.		1,000.0	1,026.0	1,085.0	1,143.0	1,200.0	5,454.0
11101(f)	Set-Aside: State-Supported Route Cmte.			2.0	2.0	2.0	2.0	2.0	10.0
<i>Subtotal, Amtrak Grants vs. FY 2015 Appropriation</i>			<i>1,390.0</i>	<i>1,450.0</i>	<i>1,500.0</i>	<i>1,600.0</i>	<i>1,700.0</i>	<i>1,800.0</i>	<i>8,050.0</i>
11102	Consolidated Rail Grants (§11301)	GF Auth.		98.0	190.0	230.0	255.0	330.0	1,103.0
11103	Good Repair Partnership Grants (§11302)	GF Auth.		82.0	140.0	175.0	300.0	300.0	997.0
11104	Restoration/Enhancement Grants (§11303)	GF Auth.		20.0	20.0	20.0	20.0	20.0	100.0
11105	Amtrak Inspector General	GF Auth.		20.0	20.5	21.0	21.5	22.0	105.0
Total FRA Authorizations				1,670.0	1,870.5	2,046.0	2,296.5	2,472.0	10,355.0
National Highway Traffic Safety Administration (Vehicle Safety)									
24101(a)	Vehicle Safety Activities	GF Auth.		132.7	135.5	138.4	141.3	144.2	692.1
24101(b)	Extra VSA Auth. If OIG Recs. Implemented	GF Auth.		46.3	51.5	57.3	63.0	69.8	287.9
Total NHTSA General Fund Authorizations				179.0	187.1	195.7	204.3	214.1	980.1
TOTAL U.S. DEPARTMENT OF TRANSPORTATION FUNDING AUTHORIZATIONS									
Highway Trust Fund Contract Authority (Gross)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
Rescission of Highway C.A. on July 1, 2020								-7,569.0	-7,569.0
Highway Trust Fund Contract Authority (Net)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
General Fund Authorizations Subject to Appropriation			2,136.8	4,455.8	4,654.4	4,840.5	5,100.6	5,287.9	24,339.1
Emergency Preparedness Fund Authorizations			27.8	27.8	27.8	27.8	27.8	27.8	138.8
TOTAL GROSS FUNDING AUTHORIZATIONS FOR USDOT			53,006.5	58,227.9	59,796.4	60,979.2	62,503.4	64,024.2	305,531.1

Source: Eno Center for Transportation

ESTIMATED FTA APPORTIONMENTS/ALLOCATIONS BY STATE PER YEAR

	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
State	State Total	State Total	State Total	State Total	State Total	State Total
Alabama.....	\$ 52,838,746	\$ 53,895,400	\$ 54,882,913	\$ 55,938,294	\$ 56,975,799	\$ 58,082,843
Alaska.....	\$ 44,509,181	\$ 51,625,429	\$ 52,586,431	\$ 53,606,720	\$ 54,555,033	\$ 55,609,594
American Samoa.....	\$ 825,834	\$ 830,951	\$ 838,295	\$ 846,118	\$ 854,176	\$ 862,408
Arizona.....	\$ 107,526,627	\$ 109,929,569	\$ 112,124,626	\$ 114,481,119	\$ 117,005,463	\$ 119,470,089
Arkansas.....	\$ 30,744,551	\$ 31,650,538	\$ 32,281,902	\$ 32,956,660	\$ 33,585,909	\$ 34,292,591
California.....	\$ 1,253,984,980	\$ 1,317,468,210	\$ 1,343,523,066	\$ 1,371,406,841	\$ 1,399,901,100	\$ 1,428,800,364
Colorado.....	\$ 111,531,891	\$ 114,618,713	\$ 116,920,877	\$ 119,391,655	\$ 122,239,166	\$ 124,818,533
Connecticut.....	\$ 157,663,159	\$ 166,747,877	\$ 169,453,629	\$ 172,171,163	\$ 175,543,758	\$ 178,524,502
Delaware.....	\$ 24,593,444	\$ 25,309,286	\$ 25,701,073	\$ 26,092,624	\$ 26,603,153	\$ 27,042,819
District of Columbia.....	\$ 168,198,179	\$ 199,737,485	\$ 203,238,336	\$ 206,883,698	\$ 210,465,763	\$ 214,222,831
Florida.....	\$ 360,848,078	\$ 370,830,314	\$ 378,287,718	\$ 386,278,461	\$ 393,569,020	\$ 401,881,816
Georgia.....	\$ 174,055,051	\$ 183,012,059	\$ 186,581,763	\$ 190,380,254	\$ 194,509,592	\$ 198,474,317
Guam.....	\$ 1,353,130	\$ 1,366,494	\$ 1,385,726	\$ 1,406,210	\$ 1,427,308	\$ 1,448,864
Hawaii.....	\$ 41,053,996	\$ 42,177,804	\$ 43,033,630	\$ 43,960,581	\$ 45,307,477	\$ 46,277,457
Idaho.....	\$ 23,242,376	\$ 24,198,622	\$ 24,647,159	\$ 25,127,247	\$ 25,567,579	\$ 26,069,692
Illinois.....	\$ 537,023,178	\$ 574,434,635	\$ 585,480,846	\$ 597,240,902	\$ 609,101,428	\$ 621,263,354
Indiana.....	\$ 87,621,924	\$ 89,514,098	\$ 91,340,644	\$ 93,302,797	\$ 95,799,196	\$ 97,858,794
Iowa.....	\$ 38,625,980	\$ 39,618,960	\$ 40,423,483	\$ 41,287,628	\$ 42,829,880	\$ 43,747,990
Kansas.....	\$ 34,721,200	\$ 35,647,051	\$ 36,359,895	\$ 37,123,575	\$ 38,031,055	\$ 38,833,884
Kentucky.....	\$ 51,536,663	\$ 52,622,836	\$ 53,664,547	\$ 54,781,805	\$ 55,940,231	\$ 57,109,859
Louisiana.....	\$ 59,629,607	\$ 61,355,354	\$ 62,580,348	\$ 63,890,686	\$ 65,058,832	\$ 66,425,793
Maine.....	\$ 30,348,165	\$ 32,222,947	\$ 32,840,133	\$ 33,500,527	\$ 34,314,921	\$ 35,003,493
Maryland.....	\$ 230,324,429	\$ 240,125,310	\$ 244,171,732	\$ 248,283,480	\$ 252,138,184	\$ 256,597,797
Massachusetts.....	\$ 339,311,761	\$ 359,729,860	\$ 365,677,024	\$ 371,687,458	\$ 377,572,975	\$ 384,082,886
Michigan.....	\$ 131,602,215	\$ 133,673,157	\$ 136,425,114	\$ 139,382,241	\$ 142,597,929	\$ 145,691,410
Minnesota.....	\$ 101,583,605	\$ 106,375,143	\$ 108,481,379	\$ 110,741,154	\$ 113,535,596	\$ 115,897,694
Mississippi.....	\$ 28,244,679	\$ 29,251,670	\$ 29,815,340	\$ 30,417,129	\$ 31,135,281	\$ 31,769,726
Missouri.....	\$ 94,320,943	\$ 97,989,234	\$ 99,942,315	\$ 102,028,634	\$ 104,260,944	\$ 106,439,219
Montana.....	\$ 19,129,871	\$ 20,189,160	\$ 20,547,538	\$ 20,930,711	\$ 21,513,897	\$ 21,920,038
N. Mariana Islands.....	\$ 811,990	\$ 816,885	\$ 823,922	\$ 831,416	\$ 839,135	\$ 847,021
Nebraska.....	\$ 23,591,337	\$ 24,436,766	\$ 24,902,865	\$ 25,401,365	\$ 25,867,517	\$ 26,389,450
Nevada.....	\$ 57,172,866	\$ 58,568,600	\$ 59,745,130	\$ 61,010,636	\$ 62,094,164	\$ 63,408,583
New Hampshire.....	\$ 15,671,744	\$ 16,348,701	\$ 16,655,446	\$ 16,984,448	\$ 17,279,946	\$ 17,623,298
New Jersey.....	\$ 573,263,437	\$ 600,206,411	\$ 610,554,099	\$ 621,157,490	\$ 630,788,783	\$ 642,180,359
New Mexico.....	\$ 43,810,139	\$ 45,479,144	\$ 46,375,940	\$ 47,339,618	\$ 48,338,006	\$ 49,341,315
New York.....	\$ 1,342,157,884	\$ 1,444,263,279	\$ 1,470,596,038	\$ 1,498,180,729	\$ 1,523,909,156	\$ 1,552,716,390
North Carolina.....	\$ 114,759,873	\$ 116,782,034	\$ 119,136,874	\$ 121,659,719	\$ 124,046,200	\$ 126,683,975
North Dakota.....	\$ 13,689,174	\$ 14,500,492	\$ 14,754,249	\$ 15,025,978	\$ 15,536,147	\$ 15,826,002
Ohio.....	\$ 174,852,836	\$ 179,927,728	\$ 183,526,137	\$ 187,376,240	\$ 190,956,911	\$ 194,964,160
Oklahoma.....	\$ 47,171,865	\$ 49,690,521	\$ 50,502,207	\$ 51,368,977	\$ 52,170,951	\$ 53,079,553
Oregon.....	\$ 93,960,863	\$ 98,155,574	\$ 100,089,189	\$ 102,160,155	\$ 104,230,003	\$ 106,381,040
Pennsylvania.....	\$ 387,365,825	\$ 413,084,498	\$ 420,935,822	\$ 429,280,566	\$ 438,670,071	\$ 447,340,760
Puerto Rico.....	\$ 67,260,623	\$ 68,960,340	\$ 70,403,091	\$ 71,970,086	\$ 74,078,304	\$ 75,705,729
Rhode Island.....	\$ 36,370,777	\$ 37,669,483	\$ 38,224,248	\$ 38,764,678	\$ 39,263,151	\$ 39,875,752
South Carolina.....	\$ 46,830,050	\$ 47,871,638	\$ 48,819,578	\$ 49,830,587	\$ 50,819,486	\$ 51,881,824
South Dakota.....	\$ 15,500,616	\$ 16,615,357	\$ 16,877,303	\$ 17,157,454	\$ 17,499,311	\$ 17,794,271
Tennessee.....	\$ 85,414,174	\$ 87,455,463	\$ 89,210,411	\$ 91,091,850	\$ 92,833,519	\$ 94,795,606
Texas.....	\$ 415,592,412	\$ 418,547,079	\$ 427,069,295	\$ 436,204,251	\$ 444,293,604	\$ 453,806,215
Utah.....	\$ 70,692,671	\$ 72,409,921	\$ 73,855,775	\$ 75,411,205	\$ 76,951,916	\$ 78,567,470
Vermont.....	\$ 8,370,585	\$ 8,993,579	\$ 9,149,649	\$ 9,316,920	\$ 9,830,307	\$ 10,013,037
Virgin Islands.....	\$ 1,843,783	\$ 1,858,440	\$ 1,887,738	\$ 1,919,754	\$ 1,946,186	\$ 1,979,038
Virginia.....	\$ 161,234,228	\$ 164,111,816	\$ 167,491,647	\$ 171,144,995	\$ 175,630,030	\$ 179,443,568
Washington.....	\$ 231,768,948	\$ 244,940,420	\$ 249,771,733	\$ 254,951,297	\$ 261,144,863	\$ 266,532,075
West Virginia.....	\$ 24,824,408	\$ 25,763,816	\$ 26,230,110	\$ 26,729,734	\$ 27,796,756	\$ 28,331,742
Wisconsin.....	\$ 80,216,787	\$ 82,142,223	\$ 83,785,699	\$ 85,552,786	\$ 88,028,303	\$ 89,887,719
Wyoming.....	\$ 10,937,600	\$ 11,597,917	\$ 11,808,489	\$ 12,033,228	\$ 12,253,695	\$ 12,489,441

Source: Federal Transit Administration courtesy of Eno Center for Transportation

Preliminary Estimate of Bay Area Formula Funding from FAST Act, H.R. 22

(Dollars in millions)

Item 4a
Attachment 3

Highway Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	Increase over OBAG (5 Year)
							FY 2016-2020	
STP	\$ 71	\$ 85	\$ 89	\$ 93	\$ 96	\$ 100	\$ 463	\$ 39
CMAQ	\$ 72	\$ 71	\$ 73	\$ 74	\$ 76	\$ 77	\$ 371	\$ 30
Subtotal STP/CMAQ	\$ 143	\$ 156	\$ 162	\$ 167	\$ 177	\$ 179	\$ 834	\$ 69
TAP	\$ 5	\$ 6	\$ 6	\$ 6	\$ 6	\$ 6	\$ 30	--
Grand Total	\$ 148	\$ 162	\$ 168	\$ 173	\$ 183	\$ 185	\$ 864	--
Change from FY 2015	--	\$ 14	\$ 20	\$ 25	\$ 35	\$ 37	\$ 130	

Transit Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	Increase over Transit Capital Program (3 Year)
							FY 2016-2020	
Urbanized Area 5307 (inc. 5340)	\$ 208	\$ 212	\$ 216	\$ 221	\$ 225	\$ 230	1,105	\$ 10
State of Good Repair (5337)	\$ 171	\$ 198	\$ 202	\$ 205	\$ 209	\$ 212	1,027	\$ 80
Bus Formula (5339)	\$ 13	\$ 12	\$ 12	\$ 13	\$ 13	\$ 13	64	\$ 3
Subtotal Transit Capital Program Funds	\$ 393	\$ 423	\$ 431	\$ 439	\$ 447	\$ 456	2,588	87
Seniors & Disabled (large UAs)	\$ 4	\$ 4	\$ 4	\$ 5	\$ 5	\$ 5	23	--
Non-Urbanized Area (inc. 5340)	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	8	--
Total	\$ 399	\$ 429	\$ 437	\$ 445	\$ 454	\$ 462	2,620	--
Change from FY 2015	--	\$ 30	\$ 38	\$ 46	\$ 55	\$ 64	\$ 233	