

**Important Facts About Fixing America’s Surface Transportation Act (FAST Act)**

In December, Congress passed the Fixing America’s Surface Transportation Act (FAST Act). This important legislation is the first long-term federal surface transportation package in nearly a decade. A summary of key components of the legislation is below:

* FAST Act authorizes federal surface transportation programs through fiscal year 2020.
* The 5-year package includes **$61.1 billion in funding for public transportation.**
	+ FAST Act provides $5.929.4 billion more funding over the life of the bill compared to current funding levels.
* 5-Year funding totals: Urbanized Area ($23.652 billion), State of Good Repair ($12.972.5 billion), Bus and Bus Facilities formula ($2.229 billion), Bus and Bus Facilities discretionary ($1.519 billion), Capital Investment Grants ($11,508.9 billion), Elderly/Disabled ($1.370.2 billion), Fast Growth/High Density ($2.764.8 billion).
* STRR includes language that brings the Small Starts program in the definition of a program of interrelated projects (which allows several transit corridors to move along the CIG process at the same time).
	+ Project sponsors also have the option to seek funding for a program that blends New Starts capital projects, Core Capacity improvement projects, and Small Start projects as well as a program of projects that are only New Starts capital projects, core capacity improvement projects, or small start projects.
* Competitive Bus and Bus Facilities Grant program is established under the FAST Act.
	+ $55 million of the total competitive grant funding must go to no or low emission grant related projects on an annual basis.
	+ 10% of the total amount of the competitive grant program must go to rural areas on an annual basis.
* Purchasing provisions
	+ Multiple states and providers can purchase capital assets through cooperative procurements (will result in large orders of similar capital assets which should drive down costs).
	+ Regulations limiting lease agreements for public transit systems are eliminated, which should help drive down long-term capital costs.
* Section 3028 provides $199 M in funding for Positive Train Control implementation projects in FY 2017.  This funding comes out of the Mass Transit portion of the Highway Trust Fund.
* Included in the Amtrak reauthorization section of FAST is a new Federal State Partnership for State of Good Repair Grants: FY16 ($82 M), FY17 ($140 M), FY18 ($175 M), FY19 ($300 M), FY20 ($300 M).

*For more information, contact us at info@gettingamericatowork.com*