



**Transportation Advisory Committee
Meeting**

Wednesday, January 27th, 2016 at 3:30 p.m.
Southern Boone County Public Library
109 N. Main Street
Ashland, MO 65010

Agenda

- I. Call to Order** Kenneth Kunze
 - a. Welcome and Introductions
 - b. Approval of Agenda
 - c. Review and Approval of Minutes

- II. Presentations**
 - a. FAST Act - Transportation Bill.....Mike Henderson, MoDOT
 - b. Mobility Management – MO RIDES Central Missouri.....Anthony Nichols, CMCA

- III. MoDOT Central District Report**
 - a. Update on Projects.....MoDOT Staff

- IV. Local Reports**
 - a. County/City Reports..... Member Communities

- V. Mid-MO RPC Activity Update**
 - a. Regional Transportation PlanMid-MO RPC Staff
 - b. Mid-Missouri Transportation Coordination Council Update.....Mid-MO RPC Staff
 - c. Announcements.....TAC Attendees

- VI. Next Meeting – March 23rd, 2016**

- VII. Adjournment**

Mid-Missouri Regional Planning Commission
Transportation Advisory Committee
Wednesday, September 23, 2015
Meeting Minutes

Attendees:

Dan Haid
Thomas Pauley
Howard McMillan
David Teter
Gary Jungermann
Vince Imhoff
Jenni Jones
John Frerking
Larry Benz
Kyle Klemp
Katrina Williams
Ed Siegmund
Debra Griffin

Representing:

Boone County
City of Hallsville
Howard County
Howard County
Callaway County
Moniteau County
MoDOT
Engineering Surveys & Services
Cole County
Senator McCaskill Representative
Mid-Missouri Regional Planning Commission (Mid-MO RPC)
Mid-MO RPC
Mid-MO RPC

Agenda Item I. Call to Order

Katrina Williams called the meeting to order at 3:35 pm. Introductions were made around the room by those in attendance.

Gary Jungermann motioned to approve the agenda. Dan Haid seconded the motion. Motion passed unanimously.

There was a review of the July 22, TAC meeting minutes for any additions or corrections. Howard McMillan motioned to approve the minutes. Dan Haid seconded the motion. Motion passed unanimously.

Agenda Item II. Presentation - Regional Transportation Plan

Katrina Williams discussed the update of the Regional Transportation Plan. The plan contains an inventory list of state and off-system bridges along with low water crossings. New additions to the plan includes the incorporation of multi-modal systems and infrastructure such as airports, rail, bicycle and pedestrian facilities. The process takes into account local, regional and state plans, and studies, that have been conducted. RPC staff will conduct more outreach to county and city representatives during the month of October. When the draft is completed, there will be a public comment period of about two weeks. Ms. Williams anticipates the plan to be completed by November 2015.

Agenda Item III. MoDOT Central District Report

Jenni Jones reported the following:

A local public agencies (LPA) video conference will be on Monday, September 28. A handout was distributed with the LPA guidelines and BRO funds.

Three Central District Transportation Engineering Assistance Program (TEAP) applications were received from the Cities of Linn, Holts Summit and Eldon. TEAP allows communities to receive engineering assistance for studying traffic engineering problems. Communities are reimbursed for eligible project costs at a rate of 80% with the local agency providing a 20% match. Funds administered by MoDOT will provide 80% of the TEAP project costs, up to \$8,000 per project. A total of \$90,000 is available statewide.

As a result of state sales tax exceeding projections, an additional \$30.9 million in funding has been allocated to the Central District. There are an additional 17 projects to be added to the 2016-2020 STIP due to this funding. These projects focus on bridge and pavement improvements to the secondary system.

Agenda Item IV. Local Reports

No reports.

Agenda Item V. Mid-MO RPC Activity Update

Katrina Williams reported on the following agenda items:

- **Additional FY 2017 Funding**

Because of additional funds, three transportation projects on the 2015 Regional Needs List have been added to the 2016-2020 STIP. Two of those projects are in Callaway County and one in Cole County.

- **Mid-Missouri Transportation Coordination Council (MMTCC) Update**

- The RPC has contracted with Central Missouri Community Action (CMCA) to house and supervise the Mobility Coordinator. Interviews have been conducted, and Anthony Nichols has been hired for the position, with a start date of October 1.

The total project cost over the next two years is approximately \$190,000. Eighty percent of the project is being funded by a Federal Transit Administration (FTA) Section 5310 grant and twenty percent funding from Missouri Developmental Disabilities Council (MDDC).

A list and map of the 2016-2020 STIP projects for the RPC region was provided to the committee members. The majority of the projects are programmed for the 2016-2017 construction period.

Agenda Item VI. Next Meeting and Announcements

The next TAC meeting will be held on January 27, 2016.

Agenda Item VII. Adjournment

Jenni Jones motioned to adjourn. Gary Jungermann seconded the motion. Motion passed unanimously.

Meeting adjourned at 4:00 p.m.

FAST ACT



What it means for Missouri.

- The FAST Act – Fixing America’s Surface Transportation – was passed by Congress and signed into law by the President on December 4, 2015.
- It is a fully funded, five-year bill to improve the nation’s surface transportation infrastructure, including our roads, bridges, transit systems, ports and rail transportation network.
- The bill reforms and strengthens transportation programs, refocuses on national priorities, provides more flexibility for states and local governments, streamlines project approval processes and maintains a strong commitment to safety.
- From Fiscal Year 2016 to Fiscal Year 2020, the availability of federal funds Missouri will be able to match will be approximately \$1 billion, which is an increase of 9.8 percent over the previous federal bill – MAP 21. Federal dollars represent the largest source of funds in MoDOT’s budget.
- With current state revenue projections, it is anticipated that MoDOT will be able to fully match available federal funds.
- The best news for Missouri is the FAST Act allows for a five-year period of funding certainty which will allow for effective project planning.
- The FAST Act requires that Missouri, North Carolina and Virginia proceed with their pilot projects to toll an existing interstate highway (I-70 in Missouri) within one year or lose their provisional conditional status. The act, though, does allow the states to request a one-year extension.
- The bill establishes a new competitive grant program for very large, predominantly highway projects that benefit the national freight network.
- The FAST Act provides transit increases of 9-11 percent over five years, and also increases the annual statewide allocation for buses and bus facilities.
- The environmental provisions of the bill are intended to streamline the project delivery process and ensure interagency cooperation.
- The FAST Act is a start to addressing Missouri’s funding need. It increases the amount of federal funds that will need to be matched with state dollars. New funding at the state level is critical as nationally Missouri has the seventh largest transportation system in the country, but ranks 47th in revenue spending per mile.

MoDOT'S EXECUTIVE SUMMARY

FAST ACT

OVERVIEW

The Fixing America's Surface Transportation (FAST) Act is five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety. Congress passed the FAST Act and it was signed into law by the President on December 4, 2015.

THE IMPACT ON MISSOURI

FUNDING

From Fiscal Year 2016 to Fiscal Year 2020, the availability of federal funds Missouri will be able to match will be approximately \$1 billion, which is an increase of 9.8 percent over the previous federal bill – MAP 21. Federal dollars represent the largest source of funds in MoDOT's budget.

With current state revenue projections, it is anticipated that MoDOT will be able to fully match its available federal funds. The best news for Missouri is the FAST Act allows for a five-year period of funding certainty which will allow for effective project planning.

The FAST Act requires that Missouri, North Carolina and Virginia proceed with their pilot projects to toll an existing interstate highway (I-70 in Missouri) within one year or lose their provisional conditional status. The act allows the states to request a one-year extension.

SAFETY

The Office of Highway Safety will be required to conduct a survey every two years of all automated traffic enforcement systems to include red light running cameras and speed enforcement camera systems.

The legislation requires a separate grant application for states to implement the 24-7 sobriety programs.

A study will be conducted on marijuana impaired driving including the issues of methods used to detect and measure marijuana levels and identify the role and extent of marijuana impairment in motor vehicle accidents.

States will be allowed to submit a multi-year plan detailing motor carrier safety efforts. These reports will include annual updates.

States will undertake efforts to emphasize and improve enforcement of state and local traffic safety laws and regulations.

FREIGHT

The bill establishes a new competitive grant program for very large, predominantly highway projects that benefit the national freight network. One condition of this program is a project estimated cost of \$100 million or 30 percent of a state's annual federal appropriation. The minimum grant is \$25 million. However, there are some reserves (10 percent) for smaller projects of less than \$5 million and 25 percent for rural areas (population less than 200,000).

A local match will be required for funds used to support the capital needs of public ferries. FAST revises the formula for apportionment. The biggest change is the minimum fiscal year allocation of \$100,000.

Performance metrics will be developed on the nation's top 25 ports in each category of tonnage, containers and dry bulk. The St. Louis port is the only one that qualifies as a mandate on the list.

New funding is designated to improve the freight highway network. The language includes requirements to be designated as a "freight project." MoDOT will need to add these elements to its planning processes. Missouri has more than two percent of the national freight mileage so its apportionment must be spent on the primary freight network, critical urban and critical rural freight corridors instead of the broader freight system.

State Freight Plans are now mandated and must be in place within two years for Missouri to be able to access the freight funds. State Freight Advisory Committees remain as an encouraged activity, but not mandated.

TRANSIT

The FAST Act provides transit increases of 9 to 11 percent over five years and also increases the annual statewide allocation for buses and bus facilities.

Based on the estimated apportionments, the new surface transportation bill provides modest increases of approximately 3.5 percent in the first year and approximately 2 percent per year increase through Fiscal Year 2020.

The statewide allocation for the Bus & Bus Facilities program has increased from \$1.25 million to \$1.75 million per year. This is an increase for much needed capital projects. This program also includes a new competitive grant program.

Rural Area Funding program appears to remain the same with no significant changes. The funding in Missouri appears to increase modestly in each year based in preliminary estimates from \$17.7 million in 2016 to \$19.4 million in 2020 (8.7 percent).

Enhanced Mobility of Seniors and Individuals with Disabilities program will see modest increased funding from \$4.86 million in 2016 to \$5.37 million in 2020 (9 percent). There is a provision added for a new “pilot program for innovative coordinated access and mobility.” Grant money could be available for eligible entities.

ENVIRONMENT

The environmental provisions of the bill are intended to streamline the project delivery process and ensure interagency cooperation.

New language under Efficient Environmental Review for Project Decisionmaking changes definition of “project” to include multimodal projects and “lead federal agency” to “operating administration” so that projects benefit from review efficiencies; takes into account any source of federal funding. This should be helpful to multimodal projects. Similar streamlining of rail projects can be achieved once regulatory procedures are put in place.

Integration of Planning and Environmental Review: Clarifies and defines the planning products that can be adopted during National Environmental Policy Act development. Includes: financing, modal choice, purpose and need, preliminary screening of alternatives, description of the environmental setting, methodology for analysis and programmatic level mitigation.

DOT and Heads of Federal Agencies will develop coordinated and concurrent environmental review and permitting process for Environmental Impact Statements.

PLANNING

The FAST Act expands the scope of the planning process to include addressing resiliency and reliability of the transportation system, mitigating storm water impacts of surface transportation and enhancing travel and tourism of the transportation system.

The act requires state DOTs to incorporate the performance measures for rural transit agencies into its planning documents.

In addition, the FAST Act requires states to establish a state freight plan in order to receive National Highway Freight Program funds. The state freight plan may be part of the state's long-range transportation plan, but is more granular in requirements than a long-range transportation plan.

PERFORMANCE MANAGEMENT

If a state DOT does not achieve or make significant progress toward achieving targets after one reporting cycle (instead of two reporting cycles), then the state DOT must include a description of the actions they plan to take to achieve their targets in the future in a report.

The penalty for falling below the minimum condition levels for pavements on the interstate system is imposed after the first reporting cycle (instead of after two reporting cycles); eliminates the need to collect safety data and information on unpaved or gravel roads.

USDOT will now assess if the state DOT has made significant progress toward the achievement of freight performance targets. If the state DOT has not made significant progress, then there are additional reporting requirements but not penalties associated with obligating freight funds.

Establishes a performance management data support program to enable the USDOT to better support state DOTs, Metropolitan Planning Organizations and the Federal Highway Administration in the collection and management of data for performance-based planning and programming.

MOTOR CARRIER SERVICES

Changes language to make sure that a tow vehicle is equal to or exceeds the gross vehicle weight of the disabled vehicle it is towing.

The act will allow emergency vehicles that travel the interstate to weigh 86,000 pounds.

The act increases the length limit of some automobile transport trucks; this will require legislative action.

RESEARCH

Every Day Counts Program has been continued.

The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau.

Highway Research, Technology and Education Authorization Program funding mostly stays the same or has small increases.

The Innovative Pavement Research and Deployment Program have been expanded. It now requires the Secretary to develop a program to stimulate deployment of advanced transportation technologies to improve system safety, efficiency and performance.

The goals for the Intelligent Transportation System have been expanded, but are mostly freight-related.

ITS program funds for operational tests can't be used for building physical surface infrastructure unless the construction is incidental and critically necessary to implement the ITS project.

The new Assistant Secretary for Research and Technology's responsibilities would include coordinating departmental Research & Technology activities, advancing innovative technologies, developing comprehensive statistics and data and coordinating multimodal and multidisciplinary research. The Secretary can enter into cooperative contracts with federal, state and local and other agencies to conduct departmental research on a 50/50 cost share basis.

The Transportation Research Board will be required to do a study (\$5 million; report due in 3 years) on how to restore the interstate highway system to premier status.

University Transportation Center funding has been increased; funding levels within ranges will be flexible instead of fixed. No change in matching requirements.

RAIL

This is the first surface transportation bill to include a rail title; passenger rail and other rail investments total \$10.4 billion over the five-year life of the legislation. Federal funding for intercity passenger rail does not begin until Federal Fiscal Year 2017.

FAST Act's most significant language to Missouri pertains to operating assistance. For the first time, Congress has provided states a chance to compete for \$20 million per year to offset costs for state sponsored service. This primarily targets states' new cost from the Passenger Rail Investment and Improvement Act of 2009 (PRIIA).

In Missouri's case, costs were relatively the same after PRIIA. Therefore, it is uncertain how much Missouri will be able to obtain from this new funding source.

States can compete for this funding to improve infrastructure and vehicles used in the delivery of intercity passenger rail. This is similar to what Congress did through ARRA and the creation of the High Speed and Improved Passenger Rail Program – which delivered much needed projects like the Osage River Railroad Bridge.

Grade crossing safety remained a distinct safety program targeting improvements at highway rail grade crossings.

Congress also put funding towards a committee currently working on costs. This committee stems is made up of the Federal Railroad Administration, states, and Amtrak. The committee continues to work to help ensure states are paying only their fair share of costs. For example, this committee is addressing call center costs.

Missouri has identified to Amtrak for years their call center costs are too high and they need a better system to track where these costs are allocated. It seems they are primarily allocated to states, instead of Amtrak, where appropriate. This should continue to help lower costs to Missouri and other states.

For more information, contact:

Jay Wunderlich, Government Relations Director
573.751.8273



View from the Chair

Missouri Highways and Transportation Commission

Not all funding solutions are created equal

January 25, 2016



Dear Reader,

The recovery from the Great Recession of 2008 has resulted in increased economic activity in Missouri and an increase in general revenues. So why not just dip into general revenue to address our transportation funding needs – and avoid increasing fees or taxes?

It is not the province of this Commission to determine how transportation will be funded; only to educate regarding the need and to use wisely the revenues received. But, as part of our obligation to educate we have a duty to speak clearly regarding what revenue sources work best and why.

Transportation funding is complicated. And operating a 34,000-mile highway system costs much more than many people would expect (e.g. over \$1 million to build one mile of just one lane of interstate highway; \$46 million budgeted annually for snow removal, \$23 million per year for mowing.) The planning process can take well over a decade: identifying the need, public discourse on the solution, acquisition of right of way, design, public bids and construction.

Local jurisdictions and political leaders work annually with MoDOT professionals in each of the seven MoDOT districts to assemble a transportation improvement program for a five-year period. So right now, they are working to develop the regional programs for 2017-21. Seven programs emerge from the process and are rolled into a state transportation improvement program (STIP) which is reviewed by senior management and then ultimately presented to the Commission for approval. We review the draft in May and typically approve it in July following a public comment period.

When the Commission approves the STIP, it makes a commitment to Missourians that the project

will be built – no unfulfilled promises. In order to make this commitment, the Commission must rely on financial projections of the funds that will be available over the next five years and beyond.

Because our ability to plan for the future relies upon a predictable source of revenue, you have heard us emphasize the importance of long-term funding. Short-term fixes – or revenue that may be available one year and gone the next – wreak havoc on planning.

That's why for decades, federal funding for transportation was subject to six-year programs, thereby allowing planners to more accurately project future revenues and plan accordingly.

The last six-year federal program ended in 2011. Since then Congress enacted 37 different extensions of funding. As the original program ended planners wondered what, if any funding, would be next. And, that process repeated itself over and over again. As a result, planners had to walk a tightrope: how to keep transportation programs moving forward without promising projects for which there would be no funding. In Missouri, this precarious situation was exacerbated by a lack of state funding.

To make matters worse, federal funding comes in the form of reimbursements, meaning that a state must first spend the money, by paying contractors for instance, and then seek reimbursement from the federal government. A delay in one of these extensions could cause a cash flow crunch for a state DOT.

Keeping the public trust was essential, so MoDOT did two things to avoid getting caught short. The STIP was programmed conservatively. First, years 4-5 of each STIP were not fully programmed; a full complement of projects was not put on the list in outer years to guard against making a commitment that could not be honored. Second, to better assure that those projects in the STIP could be completed if there was a "hiccup" or interruption in funding, MoDOT held cash in its operating account as a kind of "rainy day fund" which could be available to dip into if Congress failed to come through with the same level of funding to construct a project on the STIP or to provide cash flow if reimbursement funds were delayed.

The recent enactment of a funded five-year federal program – the FAST Act – has allowed the Commission to authorize filling out more completely the STIP which is being prepared for 2017-21 and to pay down some of those cash reserves. The Commission acted at our last meeting to set this planning process in motion.

What does this have to do with the type of state transportation funding that should be considered? Dipping into general revenues this year is equivalent to those short-term funding extensions at the federal level. General revenue funding for a year does not allow planners to plan as they should, because there is no guarantee that the same level of funding will be available the next year, or the year thereafter, or the year after that.

For instance, we have said that \$160 million dollars in new state funding is needed to adequately operate and maintain the existing highway network; make progress on bridge conditions and reinstitute the cost-share program to encourage transportation projects that foster economic development. That is an annual figure. SB 623, currently on the Senate floor awaiting debate, would yield approximately \$56 million annually for state transportation needs. The amount could fluctuate a little each year based upon the number of gallons of fuel consumed, but for planning purposes this represents a relatively reliable long-term funding source. The monies are constitutionally protected from being diverted for other purposes and will recur year after year. If this year's legislature would appropriate the same \$56 million – or less – from the general fund it would be assured for only one year. This legislature cannot bind future legislatures which could decide to provide no general revenue funding next year – and so on. Further, dipping into general revenue pits transportation against other state funding needs, making the outcome even more uncertain.

For planning purposes and for the long-term health of the system one revenue source is clearly preferable over the other.

Not all revenue sources are created equal. In choosing how to fund transportation it is important to choose wisely.

Let's get it done, but let's be smart about how we do it.

Stephen R. Miller
Chairman

If you would like to communicate with the Commission, you can always reach us at MHTC@modot.mo.gov. If you would like to read previous issues of the "View," you can find them on the MoDOT website: <http://www.modot.org/ViewFromTheChair/index.htm>

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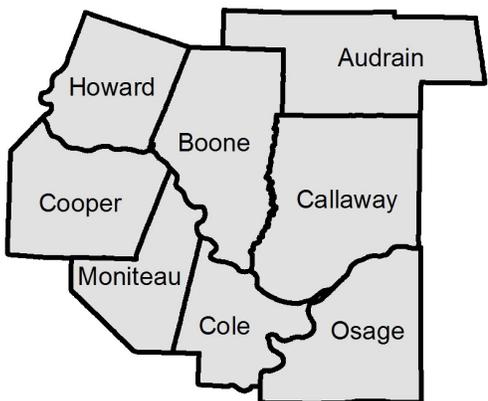
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HOWARD, MONITEAU AND OSAGE COUNTIES.**



Katrina Williams <katrinawilliams@mmrpc.org>

Statewide Planning Partner Meeting - February 18 2016 - Registration

1 message

Mica A. Baldwin <Mica.Baldwin@modot.mo.gov>

Mon, Jan 11, 2016 at 6:43 AM

To: February18TPMeetingAttendees <February18TPMeetingAttendees@modot.mo.gov>

Dear Planning Partners,

Please make plans to join us on Thursday, February 18, 2016 for a Statewide Planning Partners' Meeting. The meeting will be held from 10:00 a.m. to 3:00 p.m. in room 450 of the Governor's Office Building, located at 200 Madison Street in Jefferson City. Agenda topics will include transportation funding and planning for the next Statewide Transportation Improvement Program.

You can access the registration form by clicking the link below.

<https://spexternal.modot.mo.gov/sites/tp/Lists/PPR/NewForm.aspx?Source=https://spexternal.modot.mo.gov/sites/tp/SiteAssets/ThankYou.aspx>

Please register **no later than Wednesday, February 10, 2016.**

Please contact Mica Baldwin at (573) 526-2587 or Mica.Baldwin@modot.mo.gov if you have any questions.

Sincerely,

Mica Baldwin

Executive Assistant

MODOT - Transportation Planning

105 W. Capitol, P.O. Box 270

Jefferson City, MO 65102

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[\(573\) 526-2587](tel:(573)526-2587)

Presentation



FAST Act: Fixing America's Surface Transportation

Missouri Department
of Transportation
2016

FAST Act



- Signed into law December 4, 2015
- Fully funded, five year bill (2016-2020) provides funding certainty for planning
- Includes roads, bridges, transit systems, ports and rail transportation
- Increases funding 9.8 percent over MAP-21

FAST Act



- \$305B authorized
- \$281B guaranteed from HTF
- Requires \$70B in offsets/General Fund transfers
 - No increase in fuel tax or vehicle-related fees
 - \$60B from Federal Reserve accounts
- Does not fix long-term HTF problem

FAST Act



- Average Annual Authorizations
 - Highway: \$45.3B
 - Transit: \$12.2B
 - Highway Safety: \$1.4B
 - Passenger Rail: \$2.1B
- I-70 Tolling Provisions

Federal Highway Programs



MAP-21 (FY15 Authorization)

- National Highway Performance Program (\$21.9B)
- Surface Transportation Program (\$10.1B)
- Highway Safety Improvement Program (\$2.2B)
- CMAQ Program (\$2.3B)
- Metropolitan Planning (\$314M)
- Transportation Alternatives (\$820M)

FAST Act (Avg. FY16-FY20)

- National Highway Performance Program (\$23.3B)
- Surface Transportation Block Grant Program (\$11.7B)
- Highway Safety Improvement Program (\$2.3B)
- CMAQ Program (\$2.4B)
- Metropolitan Planning (\$344M)
- STBG Set-Aside: Transportation Alternatives (\$844M)
- National Highway Freight Program (\$1.2B)
- Nationally Significant Freight and Highway Projects (\$900M)

Highway Program Changes



Surface Transportation Block Grant Program

- Creates Transportation Alternatives set-aside
- Retains off-system bridge set-aside
- Increases sub-allocation from 50 to 55 percent

National Highway Performance Program

- Non-NHS bridges on Federal-Aid highways are eligible for funding

Highway Program Changes



Congestion Mitigation & Air Quality Program

- Diesel retrofits in port-related freight projects
- Vehicle to infrastructure communication equipment
- Port-related landside non-road or on-road equipment

Transportation Finance/Innovation Program

- TIFIA reduced from \$1B annually to between \$250-\$300M

New Freight Programs



National Highway Freight Program

- Apportioned to states
- Primarily for the National Highway Freight Network
- Not more than 10 percent for intermodal or rail

Nationally Significant Freight & Highway Projects

- Discretionary, competitive
- Primarily major NHFN road and bridge projects
- Not more than 10 percent for intermodal or rail

Federal Transit Programs



MAP-21 (FY15 Authorization)

- Urbanized Area Formula (5307- \$4.5B)
- Metropolitan Planning (5305 - \$129M)
- New Starts (5309 - \$1.9B)
- Elderly & Disabled (5310 - \$258M)
- Rural Formula (5311- \$607M)
- State of Good Repair (5337 - \$2.2B)
- Bus & Facilities Formula (5339 - \$428M)
- Growing/High Density States (5340 - \$526M)

FAST Act (Avg. FY16-FY20)

- Urbanized Area Formula (5307- \$4.7B)
- Metropolitan Planning (5305 - \$136M)
- New Starts (5309 - \$2.3B)
- Elderly & Disabled (5310 - \$274M)
- Rural Formula (5311- \$646M)
- State of Good Repair (5337 - \$2.6B)
- Bus & Facilities Formula (5339a -\$446M)
- Growing/High Density States (5340 - \$553M)
- *Bus & Facilities Discretionary (5339c - \$304M)*

Transit Program Changes



Fixed Guideway Capital Investment Grants

- 60 percent maximum federal share for New Starts
- 80 percent federal share for Small Starts
- Small Starts - \$300M cost / \$100M federal share

Bus/Bus Facility Discretionary Grants (new)

- States and eligible recipients in urbanized areas
- Evaluation procedures not yet defined



FAST Act Summary

- Provides inflationary funding growth
- Makes modest changes to existing programs
- Creates new freight funding programs
- Begins emphasizing technology
- Maintains performance-based approach to planning and programming



Questions?