

P.L. 114-94 – FAST Act

Fixing America's Surface Transportation

Timothy Hess, P.E.

Associate Administrator for Federal Lands – Federal Highway Administration

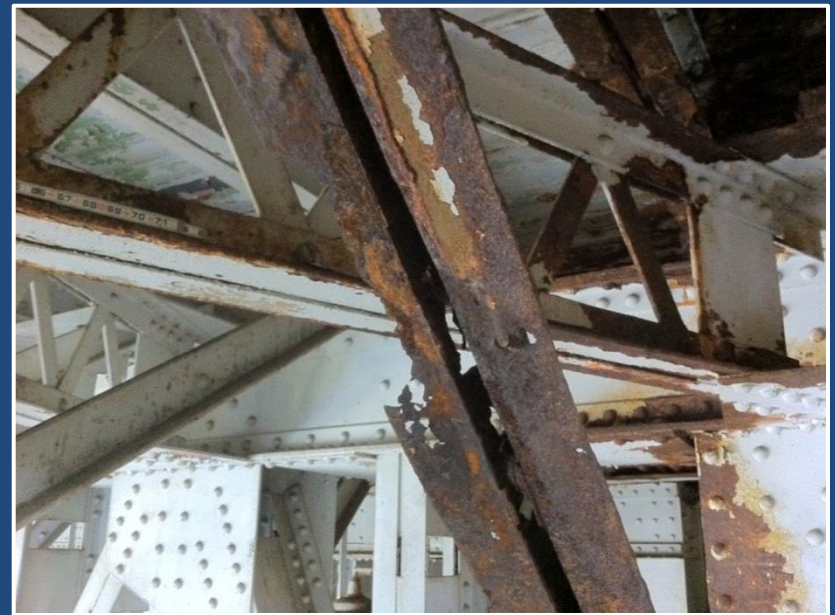
June 2, 2016

SAME – Northern VA



U.S. Department
of Transportation

**Federal Highway
Administration**



Presentation Objectives

- Infrastructure Condition Overview
- Funding Needed
- Funding Available
- Goals for the Future



Transportation Infrastructure - Roads

RURAL AND URBAN ROADS IN POOR OR MEDIOCRE CONDITION BY FUNCTIONAL CLASS: 2004–2008

	2004	2005	2006	2007	2008
RURAL: INTERSTATES	12.4%	11.2%	10.0%	9.8%	9.7%
RURAL: OTHER PRINCIPAL ARTERIALS	4.2%	3.6%	3.3%	3.2%	2.9%
RURAL: MINOR ARTERIALS	6.5%	5.4%	5.9%	5.7%	5.7%
RURAL: COLLECTORS	18.8%	18.5%	17.9%	17.8%	17.7%
URBAN: INTERSTATES	24.9%	22.8%	21.5%	21.9%	20.6%
URBAN: OTHER FREEWAYS AND EXPRESSWAYS	9.7%	7.8%	6.5%	7.2%	6.5%
URBAN: OTHER PRINCIPAL ARTERIALS	27.8%	27.4%	25.6%	26.9%	26.8%
URBAN: MINOR ARTERIALS	28.8%	27.5%	26.9%	27.9%	27.2%
URBAN: COLLECTORS	34.8%	33.5%	34.9%	36.4%	35.2%

U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, DC: Annual Issues), tables HM-63 and HM-64 as reported in U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, National Transportation Statistics, table 1-26, available at http://www.bts.gov/publications/national_transportation_statistics/ as of October 2010.

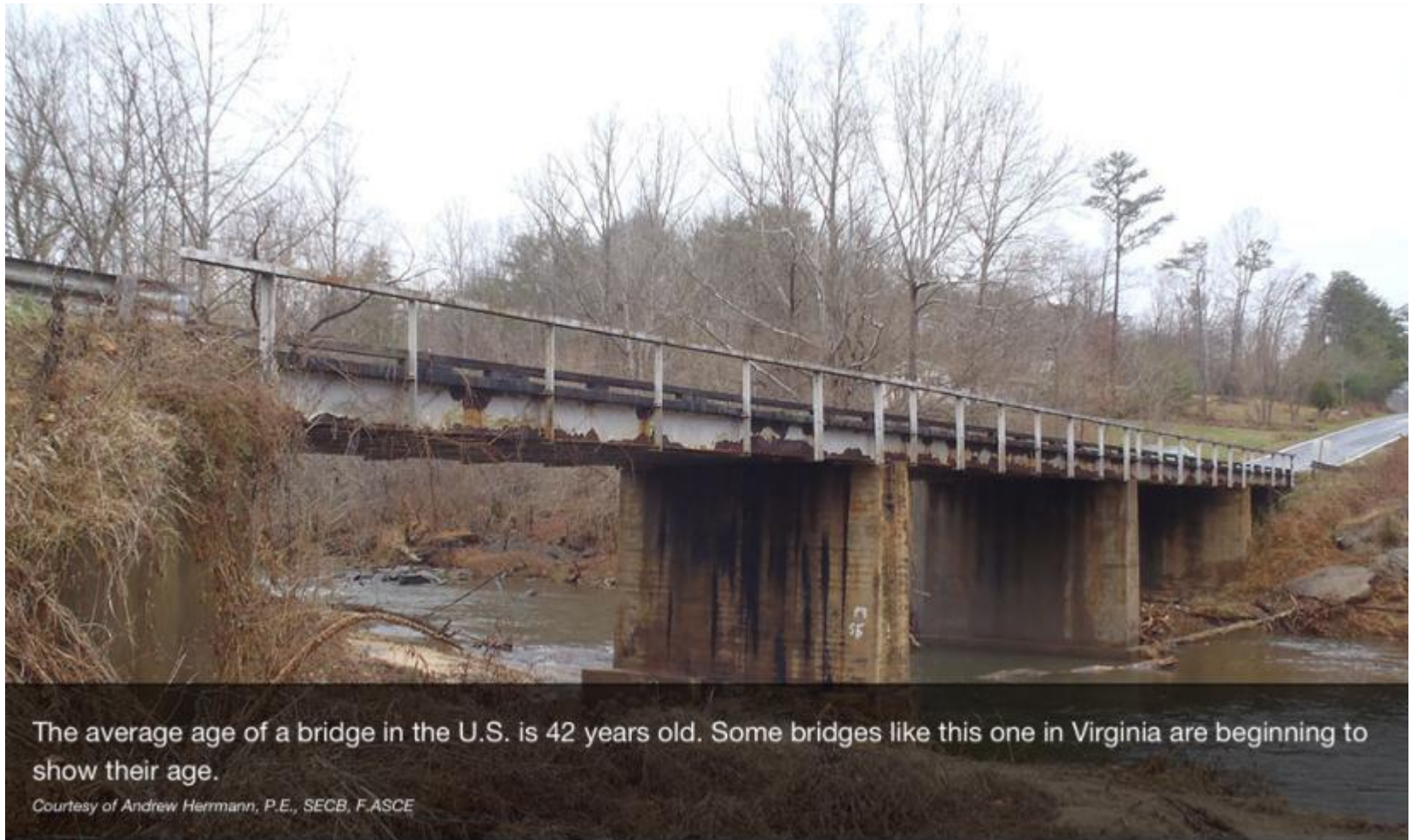
Transportation Infrastructure - Bridges

BRIDGE POSTINGS 2007 – 2012

TOTALS	2012	2011	2010	2009	2008	2007
CLOSED TO ALL TRAFFIC	3,585	3,578	3,538	3,552	2,966	2,816
POSTED FOR LOAD	60,971	61,575	63,072	66,249	66,052	67,969
POSTED FOR OTHER LOAD-CAPACITY RESTRICTION	3,040	2,916	2,953	2,669	2,529	2,559
TOTAL	67,596 (11.1%)	68,069 (11.25%)	69,563 (11.5%)	72,470 (12.0%)	71,547 (11.9%)	73,344 (12.3%)

Source: Information from National Bridge Inventory (DOT)

Transportation Infrastructure Overview



The average age of a bridge in the U.S. is 42 years old. Some bridges like this one in Virginia are beginning to show their age.

Courtesy of Andrew Hermann, P.E., SECB, F.ASCE

Funding Needed

AVERAGE ANNUAL CAPITAL INVESTMENT LEVELS FOR ROAD AND BRIDGE INVESTMENT SCENARIOS UNTIL 2028

SYSTEM	SUSTAIN CURRENT SPENDING	MAINTAIN CURRENT CONDITIONS AND PERFORMANCE	IMPROVE CURRENT CONDITIONS AND PERFORMANCE
INTERSTATE	\$20 BILLION	\$24.3 BILLION	\$43 BILLION
NATIONAL HIGHWAY SYSTEM	\$42 BILLION	\$38.9 BILLION	\$71.8 BILLION
FEDERAL AID HIGHWAYS	\$70.6 BILLION	\$80.1 BILLION	\$134.9 BILLION
ALL ROADS AND BRIDGES	\$91.1 BILLION	\$101 BILLION	\$170.1 BILLION

Source: Information from the 2010 FHWA Conditions and Performance Report

FAST Act – Summary

- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes \$305 B (all modes) over FY 2016-2020
- \$70 B in transfers to keep the Highway Trust Fund solvent

\$305 B (all modes) over FY2016-2020

Program	5-Year Funding (billions)
Federal Highway Administration	\$ 226.3
Federal Transit Administration	61.1
Federal Motor Carrier Safety Administration	3.2
Pipeline and Hazardous Materials Administration	0.4
National Highway Traffic Safety Administration	4.7
Federal Railroad Administration	10.3
Total	305.0

Funding Shortfall

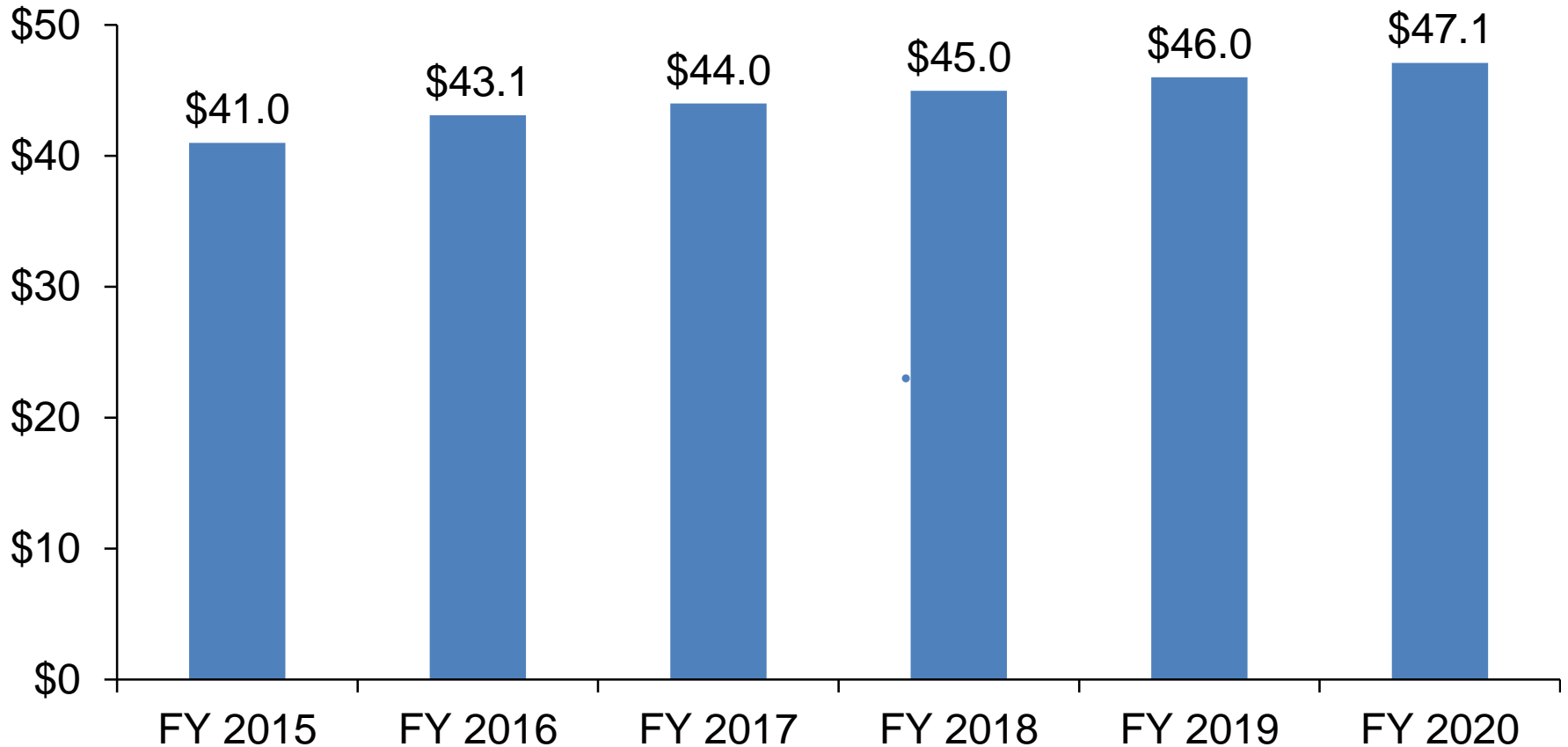
- Annual Funding Required to Improve System - \$170.1 B
- Current Annual Funding Provided – \$91.1 B
 - Federal Funding for Highways - \$45.3 B
 - State and Local Funding for Highways - \$45.8 B
- Annual Shortfall - \$79.0 B

Key Highway Facts

- \$226.3 B for highways over five years (FY 2016-2020)
 - \$225.2 B in contract authority
 - \$1.1 B from the General Fund
- Builds on the program structure and reforms of MAP-21
- Continued focus on accelerating project delivery
- Adds a new freight formula and expands freight network
- Adds a new discretionary program for nationally significant freight and highway projects
- Provides a new tribal self-governance option

Highway contract authority grows each year

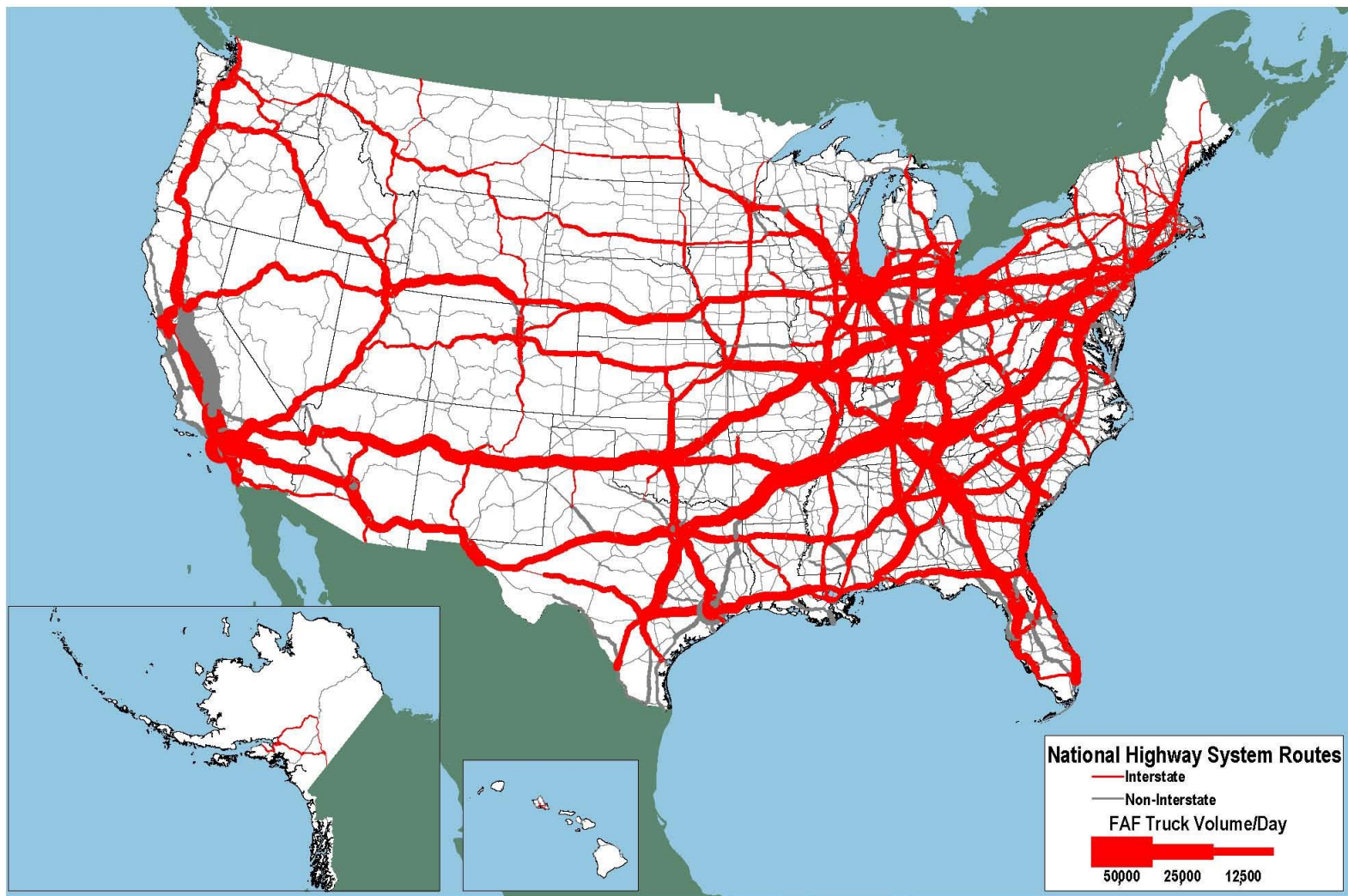
Highway Authorizations from Trust Fund (billions)





FREIGHT

Average Daily Long-Haul Freight Truck Traffic on the National Highway System: 2035



Note: Long-haul freight trucks serve locations at least 50 miles apart, excluding trucks that are used in intermodal movements.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007.

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- States required to have freight plans to obligate NHFP \$ (beginning FY 2018)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

FASTLANE grants | **NEW**

(Nationally Significant Freight & Hwy. Projects)

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Other Freight Provisions

- Freight policy goals and multi-modal national freight strategic plan
- State freight plans (required) & advisory committees (encouraged)
- National multimodal freight network
- National Highway Freight Network, to include:
 - Primary Highway Freight System (PHFS); initially 41K miles
 - Critical rural freight corridors identified by States
 - Critical urban freight corridors with State-MPO consultation
 - Portions of Interstate System not included in the PHFS
- Primary Highway Freight System re-designated every 5 years (with up to 3% growth)



FEDERAL LANDS & TRIBAL

Federal Lands & Tribal Programs

Program	Average Annual Funding (millions)	Change from FY 2015
Federal Lands Transportation Program <i>National Park Service</i> <i>Fish & Wildlife Service</i> <i>Forest Service NEW</i> <i>Remainder (competitive)</i>	\$ 355 [284] [30] [17] [24]	+18.3%
Federal Lands Access Program	260	+4.0
Tribal Transportation Program	485	+7.8
Nationally Significant Federal Lands and Tribal Projects (General Fund) NEW *Congress did not appropriate this funding!	100*	+100*

Federal/Tribal Lands Program Changes

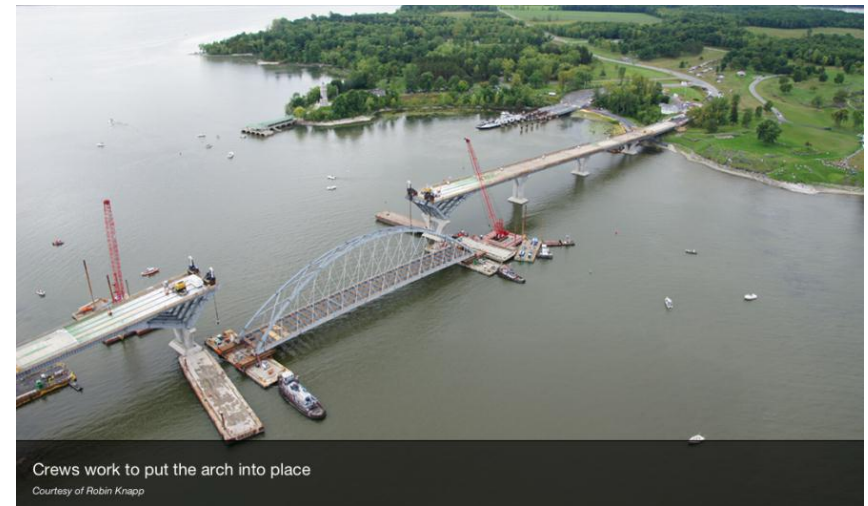
- Tribal Transportation Program
 - Less funding for BIA/FHWA oversight; more funding for tribal bridges
 - New annual reporting by Tribes
- Federal Lands Transportation Program
 - New partners: Bureau of Reclamation and other independent agencies
 - Dedicated funds for Park Service, Fish & Wildlife, Forest Service **NEW**
- Emergency Relief
 - Clarified eligibility for debris removal on ERFO-eligible facilities
 - Access program facilities no longer eligible for 100% Federal share
- Nationally Significant Federal Lands & Tribal Projects | **NEW**
 - Discretionary grants for large Federal and tribal lands projects
 - All funds subject to appropriation

RDT&E Funding

Program	Avg. Annual Funding (millions)	Change from FY 2015
Highway R&D	\$ 125.0*	+8.7%
Alternative Funding Demonstration Grants	[19.0]	
Future Interstate Study	[1.0]	
Performance Management Data Support	[up to 10.0]	
Technology & Innovation Deployment Program	67.4*	+7.8
Accelerated Implementation of Pavement Tech.	[12.0]	
Training & Education	24.0	0.0
Intelligent Transportation Systems Research	100.0*	0.0
University Transportation Centers	75.5	+4.1
Bureau of Transportation Statistics	26.0	0.0
Advanced Transportation & Congestion Management Technologies Deployment Grants (to be funded from Highway R&D, TIDP, & ITS Research)	[\$60.0]	
Flexible funding in HRD, TIDP, and ITS programs	200.0	-24.7

Accelerating Project Delivery

- FAST Act Major Theme
 - 18 Separate Provisions in the Title
- Adds Environmental Flexibilities
 - Some Section 4(f) Exemptions
- Refines Provisions
 - Pilot for substitution of State Law for NEPA



Summary

- **Current Funding Level**
 - \$91.1 billion per year
 - \$45.3 B Federal Sources
 - \$45.8 B State and Local Sources
- **Maintain System as is**
 - \$101.0 billion per year
 - \$8.9 B Shortfall
- **Improve System**
 - \$170.1 billion per year
 - \$79.0 B Shortfall



Discussion

Tim Hess

Associate Administrator Office of Federal Lands
Federal Highway Administration



U.S. Department
of Transportation

**Federal Highway
Administration**