

# FTA

FEDERAL TRANSIT ADMINISTRATION

## The Federal Transit Administration's Programs under the *FAST Act*



U.S. Department of Transportation  
Federal Transit Administration

January 2016

# FTA FAST Act Website

[www.fta.dot.gov/FAST.html](http://www.fta.dot.gov/FAST.html)



# Fixing America's Surface Transportation Act (FAST Act)

- Signed into law by President Obama on December 4, 2015
- Effective Date of October 1, 2015
  - Applies new program rules to ALL FY16 funds
- Authorizes transit programs for five years (FY16-FY20), through September 30, 2020

# Major FAST Act Features

- Provides steady and predictable funding for five years, with an increase of ~\$1 Billion per year to the transit program (8%)
- Re-Introduces a Discretionary Bus Program
- Phases in increased Buy America requirements, up to 70% by FY 2020
- Includes positive improvements to the Workforce Development program
- Targets funding increases towards improving state of good repair and the bus program
- Streamlines Vehicle Procurement & Leasing

# Highlights of Grant Program Changes

## New

- Bus and Bus Facilities Discretionary Grants (5339(b))
- Expedited Project Delivery for CIG Pilot Program (3005(b))
- Pilot Program for Innovative Coordinated Access & Mobility (3006(b))

## Repealed

- Bicycle facilities (5319)
- Pilot Program for Expedited Project Delivery (Subsection 20008(b) of MAP-21)

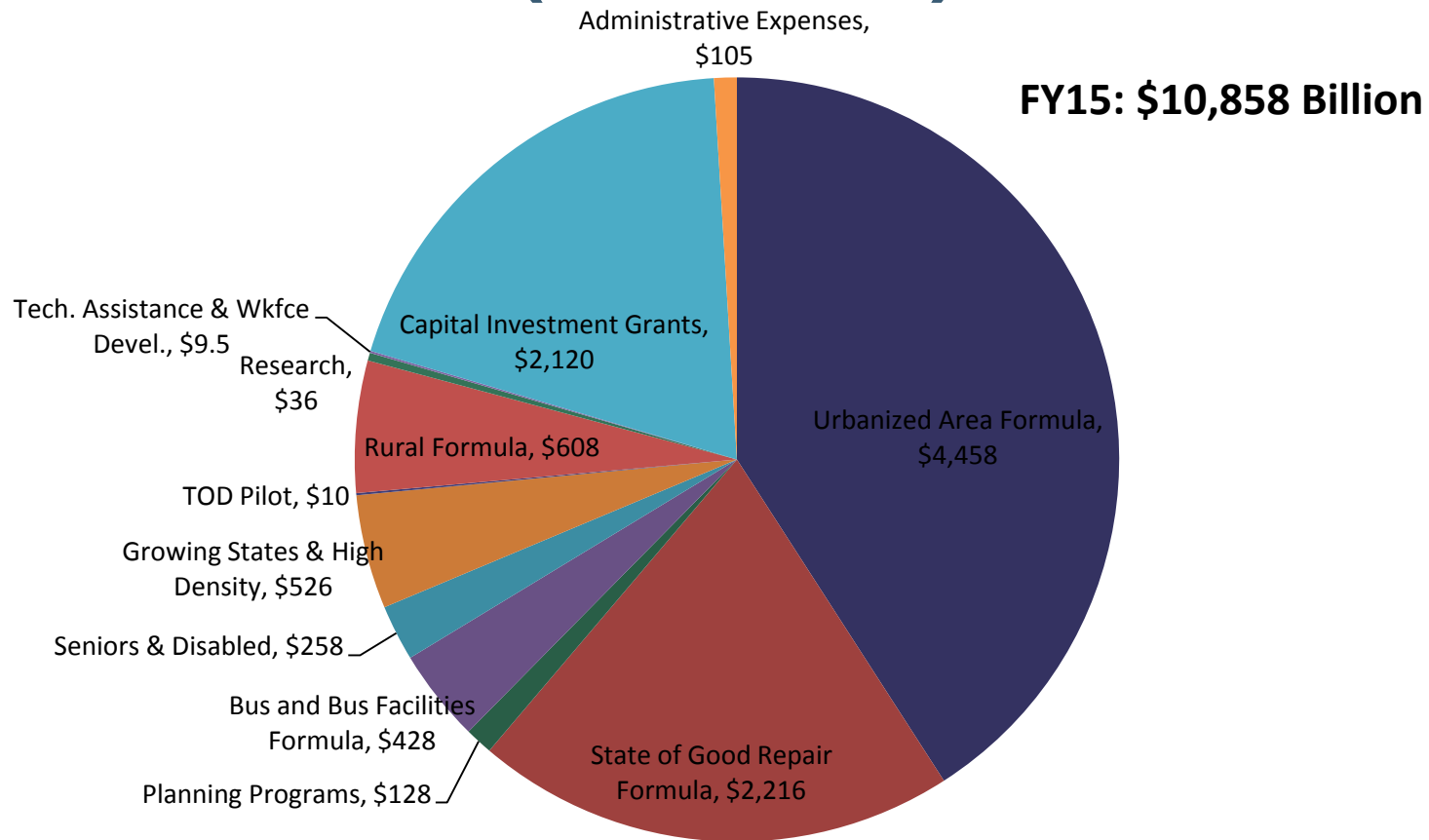
## Consolidated

- Public Transportation Innovation (Research & TCRP) (5312)
- Technical Assistance & Workforce Development (5314)

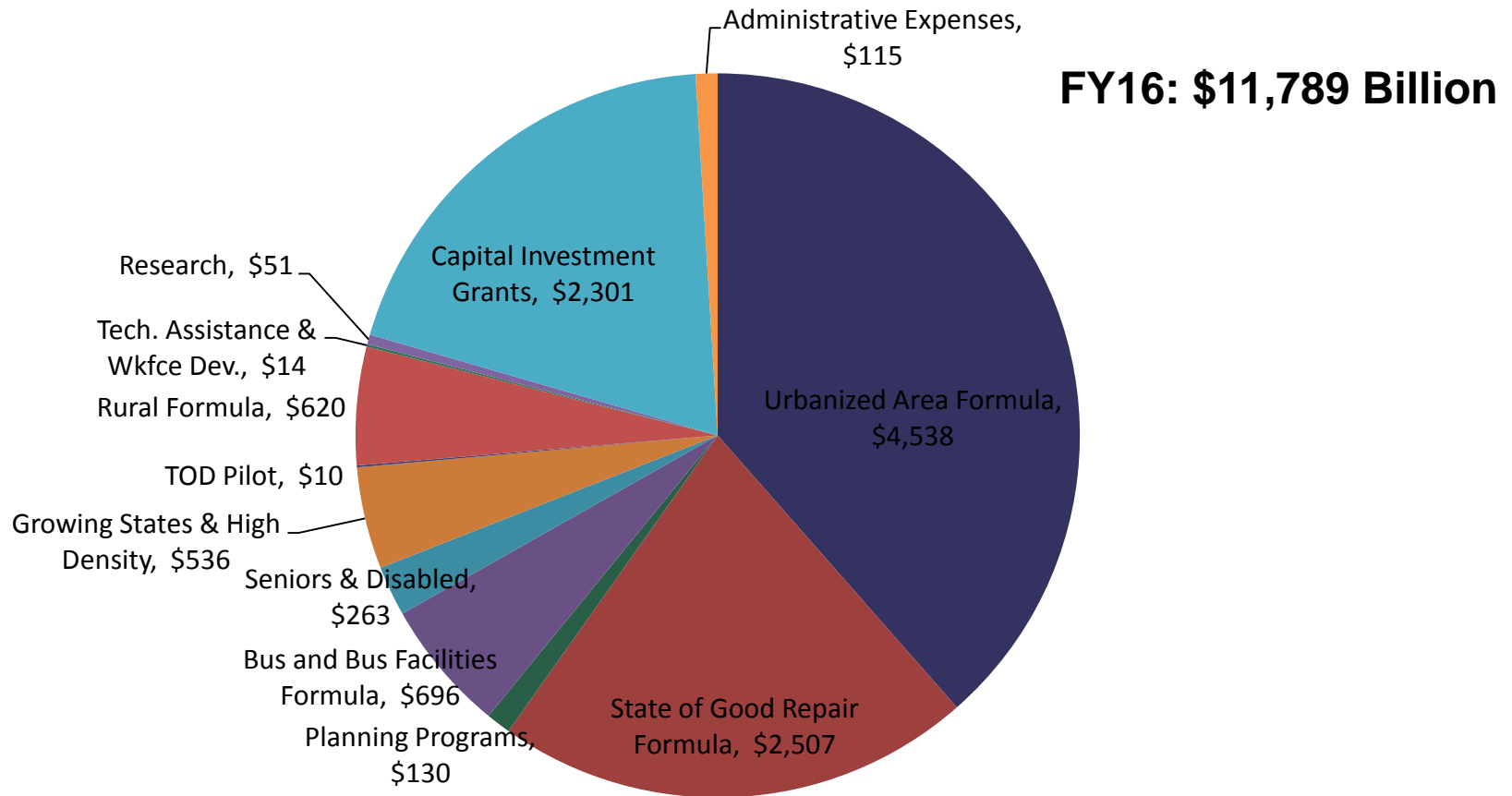
## Modified

- Planning (5303/5304)
- Urbanized Area Formula (5307)
- Fixed Guideway Capital Investment Grants (5309)
- Elderly & Disabled (5310)
- Formula Grants for Rural Areas (5311)
- Public Transportation Safety Program (5329)
- State of Good Repair (5337)
- Bus and Bus Facilities (5339(a))

# Previously Authorized Funding (MAP-21)



# FAST Act Authorized Funding



# FY 16 Discretionary Grant Opportunities

- US DOT TIGER Grants & TIFIA Loans
- Capital Improvement Grants
- Bus/Bus Facilities
- Passenger Ferries
- Workforce Development
- Tribal Transit
- Pilots: 1) Innovative Coordinated Access & Mobility; and 2) Mobility on Demand



# Fixed Guideway

## Capital Investment Grants (5309)

- New Starts: establishes a maximum 60% 5309 share, with up to 80% federal share (to be made up from other federal sources)
- Small Starts: raises the total project cost threshold to \$300M and raises the maximum 5309 share to \$100M; retained 80% maximum federal share ceiling; and changes definition for corridor based BRTs to eliminate weekend service requirement
- Program of Interrelated Projects: Offers more flexibility in project eligibility including Small Starts
- Establishes a framework for joint intercity rail and public transportation projects
- Funding: \$2.3 billion per year authorized from the General Fund

# Pipeline of WA Capital Investment Grant (CIG) Projects Eligible for FTA Funding -FY 17 & beyond

- Spokane Transit Authority Downtown Connector Project
- Community Transit Bus Rapid Transit SWIFT extension
- City of Seattle Center City Connector Streetcar
- City of Seattle Madison Ave Bus Rapid Transit
- Sound Transit Lynnwood Link Light Rail Extension
- Sound Transit Federal Way Light Rail Extension
- TIFIA Master Credit Agreement for Sound Transit (low interest loan guarantees)

# Bus and Bus Facilities (5339)

- Bus Formula (5339(a)) distribution is modified slightly to include a \$1.75M state allocation - \$427.8M total available for FY16
- Bus Discretionary Program re-established (5339(b))
  - \$268M in funding for FY16, with \$55M set-aside for Low or No Emission Bus Deployment competition
- Remaining \$213M will be competitively distributed based on age and condition of assets
- Includes a Pilot Program for Cost Effective Capital Investment, allowing a state to share bus funding resources among voluntarily participating designated recipients for more flexibility

# Public Transportation Safety Program (5329)

- Requires the establishment of Minimum Safety Standards as part of the National Safety Plan to ensure safe transit operations
- Permits FTA to temporarily take over for an inadequate or incapable State Safety Oversight agency, and permits FTA use of that agency's SSO grant funds during corrective time frame
- Grants FTA permission to issue nationwide transit safety directives
- Grants FTA permission to issue restrictions or prohibitions on operations at unsafe transit agencies

# Pilot Program for Innovative Coordinated Access & Mobility (3006(b))

- FTA will competitively distribute funding for innovative projects that improve the coordination of transportation services with non-emergency medical transportation (NEMT) services
- Eligible recipients are existing partnerships with specific goals for improving coordinated transportation efforts
- Funding is \$2M in FY16, \$3M in FY17, \$3.25M in FY18, and \$3.5M in FYs19&20

# Technical Assistance & Workforce Development (5314)

- Consolidates former 5314 and 5322 into a single section for both eligibilities, and maintains the National Transit Institute
- Workforce Development remains a competitive program, with outreach to additional populations, a focus on national training standards, increased outcome requirements, and a Report to Congress
- Allows use of up to 0.5% of 5307 funds for Workforce Development
- Funding: \$9M/year from the Trust Fund, of which \$5M is set-aside for NTI, and an additional \$5M/year authorized from the General Fund (subject to appropriations)

# Urbanized Area Formula Program (5307)

- '100 bus rule' is modified to include non-ADA general population demand response transit service
- Allows 20% of allocation to be used for operations of ADA paratransit under certain conditions
- Increases the Small Transit Intensive Cities (STIC) tier starting in FY 2019
- Funding: \$4.53 Billion (FY 2016) authorized

# Enhanced Mobility of Seniors & Individuals with Disabilities (5310)

- Allows states or localities that provide transit service to be direct recipients under this section
- Requires FTA to develop a best practices guide for 5310 service providers
- Requires the Administration to produce a strategic plan to address coordination across the federal government
- Funding: \$263 million (FY 2016) authorized from the Trust Fund



# Formula Grants for Rural Areas (5311)

- Increases the tribal formula authorization to \$30M/year, maintains the \$5M discretionary tribal program
- Allows advertisement & concessions revenue as local match
- Clarifies what costs are to be counted as local match with respect to intercity bus feeder service
- Funding: \$620M (FY 2016) authorized from the Trust Fund

# State of Good Repair (5337)

- Modifies the eligibility in the High intensity motorbus tier to cover only vehicle state of good repair costs
- Codifies the federal/local match share at 80/20, and specifies eligible local match funding
- Funding: \$2.5 Billion (FY 2016) authorized from the Trust Fund (a significant increase from the \$2.1 Billion provided in FY 15)

# Buy America

- Introduces an increased domestic content percentage requirement:
  - FY16/17: 60%
  - FY18/19: 65%
  - FY20 and beyond: 70%
- Permits a transit body shell composed of domestically produced steel and/or iron to be counted towards the domestic content percentage
- For denied Buy America waivers, FTA is required to certify availability and quality of the domestically-produced item for which the waiver was denied

# Procurement Changes

- Section 3019 of the FAST Act allows for:
  - interstate cooperative procurement schedules,
  - State-led cooperative procurement schedules on behalf of transit agencies within the state, and
  - a non-profit cooperative procurement pilot program
- Requires the establishment of a Joint Procurement Clearinghouse to allow grantees to aggregate planned rolling stock purchases and identify joint procurement participants
- Encourages capital leasing of assets, including low or no emission assets & components



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**FTA**

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