

LEGISLATIVE ISSUE BRIEF

March 13, 2016

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT – TRANSIT TITLE

FAST Act Overview:

- President Obama signed the FAST Act into law on December 4, 2015 (P.L. 114-94).
- \$280 billion for Highways and Transit from the Highway Trust Fund (HTF), and \$25 million in General Fund (GF) authorizations, subject to annual appropriations.
- \$61.1 billion in total transit funding \$48.9 billion from the Mass Transit Account (MTA) and \$12.2 billion from GF, with increases of 10.23 percent in FY 2016 and 17.74 percent over 5 years.
- Bus Program including new competitive grants: \$695 million in FY 2016 to \$808 million in FY 2020, totaling \$3.75 billion over the life of the bill.
- New Starts/Small Starts/Core Capacity: increased to level of \$2.3 billion in FY 2016 and subsequent 5 years.
- Buy America: increases domestic content requirements from current 60% of components and subcomponents to 65% by 2018 and 70% by 2020.
- The Transit Cooperative Research Program (TCRP) will be funded at \$5 Million annually from the HTF/MTA.
- Positive Train Control (PTC): several year extension of implementation deadline in separate legislation, FAST Act provides \$199 million one-time authorization from the (MTA) for commuter installation in FY 2017.

APTA POSITION

- **The American Public Transportation Association (APTA) thanks Members of Congress for the first fully-funded, long-term surface transportation authorization in ten years.**
- **Its funding predictability will help APTA members make the major capital investments necessary to maintain and grow our aging transportation systems throughout the United States.**
- **The FAST Act will help, but not fully address the one-time \$88 billion backlog required to bring existing transit systems into a good state of repair.**
- **While the five-year, fully-funded bill will help address transit and highway capital needs in the near future, the measure does not provide sustainable funding for the HTF upon expiration of the FAST Act.**
- **Congress should find a sustainable funding mechanism for the HTF before the expiration of the FAST Act.**