FAST Act Reauthorization: Implications for MDOT and Michigan

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Reauthorization provides opportunities for positive change

**For MDOT:**
- Provide input on legislative desires and priorities at the state level

**For MPOs:**
- Provide input to Congress on how the federal-state partnership on transportation impacts local agencies and planning for future transportation projects

**For Congress:**
- Provide funding solutions to long-term insolvency of Highway Trust Fund
- Can address changing technologies that will or are already influencing transportation systems
Why are long-term surface transportation authorizations important?

Dedicated, predictable funding

Funding stability of federal transportation programs
Allocation to local road agencies

- Federal and state law drive MDOT’s allocation of federal aid to local agencies

- Michigan MPOs and local agencies rely on Act 51 allocation of federal funding for inclusion of projects in their region’s Transportation Improvement Plans (TIPs)
Allocation to non-urbanized areas

- Allocation of federal aid in non-urbanized areas follows a somewhat different process.

- County road commissions, cities, villages, and eligible public transit agencies meet periodically through a defined rural task force (or RTF) project selection process.
Impact of timely reauthorization

- Authorization gaps + short-term extensions = disruptions
- Avoid delays of safety and mobility needs
More than highway funding...

- FAST Act funds:
  - Rail
  - Passenger Transportation
  - Nonmotorized “transportation alternatives”
AASHTO reaction to proposed legislation

- Like proposed revenue increases
- Concerned about potential changes to formula programs
- Concerned new programs might take dollars away from core formula programs
- Curious to see what “pay fors” are proposed; how future bills will address the insolvency of the Highway Trust Fund
Core reauthorization priorities

- Timely reauthorization
- Long-term, sustainable revenue solution for Highway Trust Fund
- Protect entire 5.9 GHz spectrum for transportation safety use
- Increase funding flexibility
- Increase formula-based federal funding
Other reauthorization priorities

- Increase funding for rural and urban public transit
- Restore all elements of the transit tax benefits
- Reauthorize high-speed intercity passenger and freight rail grants
- Clarify that states and political subdivisions of states are not railroads or railroad carriers
Questions?

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