

An aerial photograph of a multi-lane highway bridge crossing a wide river. The bridge is filled with traffic, including cars and trucks. In the background, a dense city skyline with various skyscrapers is visible under a slightly overcast sky. The overall scene is a mix of urban infrastructure and natural water.

FAST ACT

THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT

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INTRODUCTION

The Fixing America’s Surface Transportation (**FAST**) Act is bipartisan, bicameral, five-year legislation to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

A safe, efficient surface transportation system is essential to the economy and Americans’ quality of life, and the FAST Act includes important authorizations and reforms to ensure that federal programs can more effectively address the country’s infrastructure needs.

The FAST Act:

- Five-year, fully paid-for transportation bill to provide needed certainty for states and local governments to plan and undertake long-term, complex projects
- Reforms and strengthens surface transportation infrastructure and safety programs
- Refocuses programs on national priorities, including nationally and regionally significant projects and the movement of freight
- Increases flexibility for states and local governments to better address their unique infrastructure priorities
- Streamlines environmental review and project approval processes
- Improves passenger rail infrastructure and safety programs, reduces costs, leverages private sector resources, creates greater accountability and transparency for Amtrak, and accelerates rail project delivery
- Promotes innovation
- Maintains a strong commitment of highway, rail, and hazmat safety

This legislation will help ensure that Americans can get where they’re going more safely and spend less time sitting in traffic, that raw materials and products can get to their destinations more efficiently, that the cost of goods and services we depend on every day are not needlessly inflated by poor infrastructure and freight bottlenecks, that programs work better for states and local partners, and that American businesses can be more competitive and enabled to create more jobs.

ROADS & BRIDGES

Our Nation's roads and bridges provide a strong backbone for the entire surface transportation system, and federal funding for this critical infrastructure is distributed to state and local governments by the Federal Highway Administration (FHWA). In overseeing the Federal-aid Highway Program, the FHWA helps fulfill the important federal role in providing for a safe, cohesive national transportation system, while the states determine how, where, and on what projects to use their federal highway funding.

The Fixing America's Surface Transportation (**FAST**) Act includes the following reforms and provisions to increase the amount of flexibility state and local governments have in addressing their priorities, refocus federal programs on national priorities, streamline project reviews, and reduce bureaucracy:

Refocuses on National Priorities

- Facilitates commerce and the movement of goods by expanding the National Highway Freight Network
- Refocuses existing funding to create a new formula program – the National Highway Freight Program – for highway freight projects, and a new competitive grant program – the Nationally Significant Freight and Highway Projects Program – for large-scale projects of national or regional importance
- Expands funding available for bridges off the National Highway System

Increases Flexibility

- Converts the Surface Transportation Program (STP) to a block grant program, maximizing the flexibility of STP for states and local governments
- Increases the amount of STP funding that is distributed to local governments from 50 percent to 55 percent over the life of the bill
- Provides states and local governments with increased flexibility by rolling the Transportation Alternatives Program into STP, and allowing 50 percent of the local's transportation alternatives funding to be used on any STP-eligible project

Streamlines Reviews, Reduces Bureaucracy & Increases Transparency

- Streamlines the environmental review and permitting process to accelerate project approvals
 - » Eliminates duplicative regulatory processes by creating a pilot program to empower states to use their own existing environmental laws and regulations if their laws are at least as stringent as the National Environmental Policy Act (NEPA)
 - » Requires an assessment of previous efforts to accelerate the environmental review process, as well as recommendations
 - » Improves transparency by tracking the status of all projects undergoing environmental review
- Eliminates or consolidates at least six separate offices within the Department of Transportation that perform duplicative functions, and establishes a National Surface Transportation and Innovative Finance Bureau to help states, local governments, and private sector partners with transportation project delivery
 - » Administers application processes for certain funding and financing programs with the Department of Transportation
 - » Reduces delays with environmental reviews and permitting processes
 - » Promotes best practices for innovative financing methods
- Increases transparency by requiring the Department of Transportation to provide project-level information to Congress and the public

Promotes Innovative Technologies & Financing

- Promotes the deployment of transportation technologies and congestion management tools that support an efficient and safe surface transportation system
- Encourages installation of vehicle-to-infrastructure equipment to reduce congestion and improve safety
- Updates federal research and transportation standards development to reflect the growth of technology in transportation
- Promotes private investment in our surface transportation system

Additional Provisions

- Increases funding for highway-railway grade crossings
- Removes a costly and onerous requirement which would have required states to collect superfluous data on unpaved and gravel roads
- Bans the use of funding for automated traffic enforcement systems



PUBLIC TRANSPORTATION

Public transportation – such as light rail, commuter rail, bus, and paratransit – enhances mobility for many Americans, from major metropolitan areas to rural communities. The Federal Transit Administration (FTA) provides financial and technical assistance for the development of new transit systems and the improvement, maintenance, and operation of existing systems, while grantees are responsible for managing their programs in accordance with federal requirements.



The Fixing America's Surface Transportation (**FAST**) Act includes reforms and provisions to improve and consolidate public transportation programs, increase flexibility for states and local governments to meet their transit needs, and address transit safety.

- Increases dedicated bus funding by 89% over the life of the bill
- Provides both stable formula funding and a competitive grant program to address bus and bus facility needs
- Reforms public transportation procurement to make federal investment more cost effective and competitive
- Consolidates and refocuses FTA research activities to increase efficiency and accountability
- Establishes an innovative pilot program for communities seeking to expand transit service through the use of public-private partnerships
- Reduces the federal set aside for transit enhancement activities
- Provides flexibility for recipients to use federal funds to meet their state of good repair needs
- Provides for the coordination of public transportation services with other federally assisted transportation services to aid in the mobility of seniors and individuals with disabilities
- Requires the Secretary of Transportation to commence a review of safety standards and protocols to evaluate the need to establish federal minimum safety standards in public transportation and requires the results to be made publically available

HIGHWAY & MOTOR VEHICLE SAFETY

Most Americans utilize the transportation network on a daily basis – in particular our roads, bridges, and public transportation systems. The safety of the network and those using it is paramount, and the National Highway Traffic Safety Administration (NHTSA) is tasked with carrying out programs related to behavioral and vehicle safety. NHTSA works with state and local communities to reduce the threat of drunk drivers, promote the use of safety belts, child safety seats and air bags, and provide consumer information on motor vehicle safety topics.

The Fixing America’s Surface Transportation (**FAST**) Act includes the following provisions and reforms to help keep drivers, pedestrians, and our roads safe:

Increases Flexibility for States to Address Safety

- Enables states to spend more funds on the pressing safety needs unique to their state by increasing the percentage of National Priority Safety Program funds that can be spent on each state’s traditional safety program

Improves & Increases Safety Incentives for States

- Reforms the Impaired Driving Countermeasures, Distracted Driving, and State Graduated Driver License Incentive programs to reduce barriers to state eligibility and improve incentives for states to adopt laws and regulations to improve highway safety
- Encourages states to increase driver safety awareness of commercial motor vehicles (CMVs) and how to operate safely around CMVs
- Incentivizes states to establish programs to enhance safety for bicyclists, pedestrians, and other non-motorized users



Additional Safety Provisions

- Focuses funding for roadway safety critical needs
- Requires the Secretary of Transportation to study the feasibility of establishing an impairment standard for drivers under the influence of marijuana and provide recommendations on how to implement such a standard
- Requires NHTSA to take additional actions to improve awareness of the dangers of drug impaired driving
- Reduces administrative burdens on states by requiring NHTSA to accept highway safety plans in electronic form
- Makes data available on how states are using automated red light and speed enforcement cameras
- Improves the auto safety recall process to better inform consumers when their vehicles have been included in a recall and extends the period of time that manufacturers are required to fix affected vehicles
- Increases accountability in the automobile industry for safety-related issues

TRUCK & BUS SAFETY



Trucks and buses are critical to the safe movement of freight and people between our communities and across the country. The Federal Motor Carrier Safety Administration (FMCSA) helps prevent commercial motor vehicle accidents, fatalities, and injuries by enforcing safety regulations, targeting oversight on high-risk carriers and commercial motor vehicle drivers, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness. The agency works with federal, state, and local enforcement agencies, the motor carrier industry, safety advocacy groups, and others in order to accomplish these activities.

The Fixing America's Surface Transportation (**FAST**) Act includes the following provisions and reforms regarding truck and bus safety:

- Overhauls the rulemaking process for trucks and buses to improve transparency
- Improves safety by incentivizing the adoption of innovative truck and bus safety technologies and accelerating the implementation of safety regulations required by law
- Consolidates nine existing FMCSA grant programs into four and streamlines program requirements to reduce administrative costs and improve flexibility for states
- Awards grant priority to programs that train veterans for careers in the trucking industry and reduces regulatory barriers faced by veterans seeking employment as commercial truck and bus drivers
- Requires changes to the Compliance, Safety, Accountability (CSA) program to improve transparency in the FMCSA's oversight activity
- Reforms the regulatory process by requiring FMCSA to use best available science and data on the current state of the trucking industry when developing rulemakings, and by establishing a petition process for the public to revise or repeal regulations if they are no longer current, consistent, and uniformly enforced

HAZARDOUS MATERIALS

Almost four billion tons of hazardous materials are moved safely throughout the country each year. The Pipeline and Hazardous Materials Safety Administration (PHMSA) oversees the safe and secure shipments of nearly 1.4 million daily movements of hazardous materials, including everyday products such as paints, fuels, fertilizers, alcohol, chlorine, fireworks, and batteries that are essential items to the general public and the American economy.

The Fixing America's Surface Transportation (**FAST**) Act reauthorizes PHMSA's hazardous materials safety program and includes the following reforms for the safe transportation of hazardous materials:

Enhances Emergency Preparedness and Response

- Grants states more power to decide how to spend training and planning funds for first responders
- Requires Class I railroads to provide information on the identity, quantity, and location of crude oil movements to emergency responders
- Reforms an underutilized grant program to get more money to states and Indian tribes for emergency response
- Better leverages training funding for hazmat employees and those enforcing hazmat regulations

Strengthens and Improves Crude-by-Rail

- Requires real-world testing and a data-driven approach to braking technology requirements for crude movements
- Enhances safety by requiring new tank cars to be equipped with "thermal blankets" and top fittings protection
- Requires all legacy tank cars to be retrofitted to the new standards

Streamlines Processes and Creates Certainty and Transparency

- Speeds up administrative processes and reduces red tape to create certainty for hazmat industry with special permits and approvals
- Conducts a full review of third-party classification labs to provide safety and certainty for industry and the public in the movement of hazmats
- Cuts red tape to allow PHMSA to respond more nimbly during national emergencies



RAILROADS

Our Nation's railroad system is critical to the movement of goods and people. Our freight railroad network is the envy of the world, transporting approximately 40 percent of all intercity freight in this country. Intercity passenger rail also plays an important role in our Nation's transportation network, but America's provider for this service, Amtrak, must operate more efficiently to help reduce costs. The Fixing America's Surface Transportation (FAST) Act includes many necessary robust reforms from the Senate surface transportation bill and rail legislation the House overwhelmingly approved earlier this year to provide greater accountability and transparency for Amtrak, improve our rail infrastructure, enhance rail safety, accelerate rail project delivery, and leverage innovative financing.

Reforms Amtrak to Increase Transparency, Reduce Costs, and Operate More Like a Business

- Reorganizes the way Amtrak operates into business lines, to ensure Northeast Corridor (NEC) profits get reinvested in the corridor
- Gives states greater control over their routes, by creating a State-Supported Route Committee to coordinate and monitor Amtrak's performance
- Creates opportunities for the private sector through station and right-of-way development

Improves Intercity Passenger Rail Programs

- Consolidates rail grant programs for passenger, freight, and other rail activities; focuses project selection on cost-benefit analysis principles; and repeals several duplicative programs
- Establishes a Federal-State Partnership for State of Good Repair grant program to improve essential Northeast Corridor infrastructure
- Strengthens Northeast Corridor planning to make Amtrak more accountable, and states an equal partner
- Enhances competition by authorizing a program to allow competitors to operate up to three Amtrak long-distance lines, if they can do so at less cost to the taxpayer
- Provides competitive opportunities for the enhancement and restoration of rail service

Enhances Rail Safety

- Authorizes several activities to improve the safety of highway-railway grade crossings
- Strengthens passenger and commuter rail safety, including use of inward-facing cameras, speed limit action plans, and locomotive cab alerters
- Improves track and bridge safety by reviewing innovative technologies, and creating a process for states to monitor bridge conditions
- Provides commuter railroads with competitive grants and loans to spur timely Positive Train Control implementation

Streamlines Rail Project Approvals

- Applies long-held highways and transit streamlining provisions to rail, creating modal equity
- Preserves historic sites for rail while ensuring that important safety-critical improvements can be taken in a timely manner
- Speeds up timelines, enhances coordination among agencies, and ensures public involvement early in the environmental review process

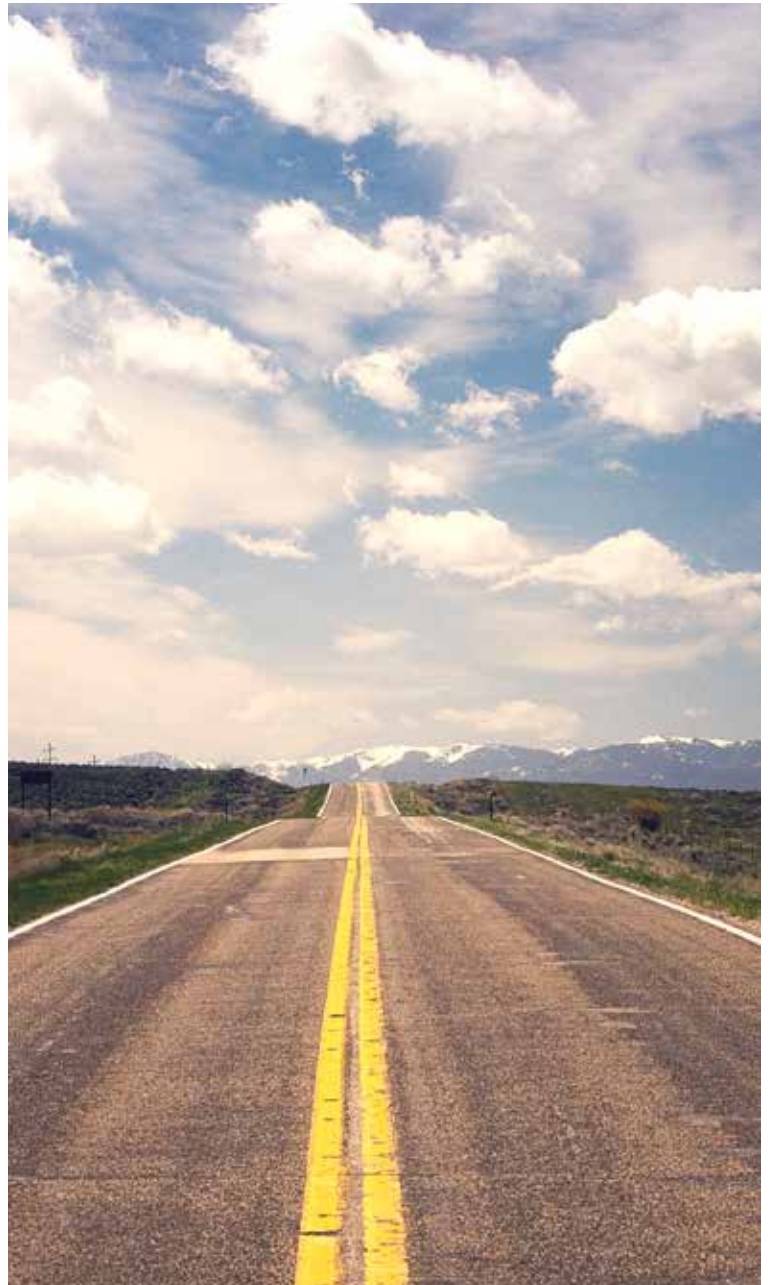
Leverages Innovative Finance

- Unlocks the underutilized Railroad Rehabilitation and Improvement Financing (RRIF) loan program with programmatic and process reforms
- Enhances transparency for RRIF applicants, so they have better insight into the process and where their applications are
- Includes reforms to get RRIF loans approved more quickly through enhanced deadlines

ADDITIONAL PROVISIONS

The Fixing America's Surface Transportation (**FAST**) Act contains additional important provisions, including fiscally responsible provisions to ensure the bill is fully paid for.

- A package of strongly bipartisan measures to simplify rules and regulations, aid consumers, enhance our capital markets, assist low-income housing residents, and help build a healthier economy
- Bipartisan provisions to provide energy infrastructure upgrades, to ensure that this infrastructure, including the electric grid, is more safe, secure, and resilient to 21st century risks such as physical attacks, cyberattacks, and extreme weather
- Streamlines the review process for federally-funded and federally-permitted infrastructure, energy, and other construction projects and delivers faster approvals
- Imposes deadlines for the completion of the essential components of environmental review processes
- Requires litigation over permitting decisions to be brought within no more than two years of permitting decisions – not six years, as currently allowed
- Ensures the Highway Trust Fund is authorized to meet its obligations through FY 2020
- Directs offsets from the FAST Act into the Highway Trust Fund to ensure fund solvency
- Reauthorizes the dedicated revenue sources to the Highway Trust Fund, which periodically expire



FAST ACT

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.

ROADS & BRIDGES

- Facilitates commerce and the movement of goods by refocusing existing funding for a National Highway Freight Program and a Nationally Significant Freight and Highway Projects Program
- Expands funding available for bridges off the National Highway System
- Converts the Surface Transportation Program (STP) to a block grant program, increases flexibility for states and local governments, and rolls the Transportation Alternatives Program into the STP Block Grant
- Streamlines the environmental review and permitting process to accelerate project approvals
- Eliminates or consolidates at least six separate offices within the Department of Transportation and establishes a National Surface Transportation and Innovative Finance Bureau to help states, local governments, and the private sector with project delivery
- Increases transparency by requiring the Department of Transportation to provide project-level information to Congress and the public
- Promotes private investment in our surface transportation system
- Promotes the deployment of transportation technologies and congestion management tools
- Encourages installation of vehicle-to-infrastructure equipment to improve congestion and safety
- Updates research and transportation standards development to reflect the growth of technology

PUBLIC TRANSPORTATION

- Increases dedicated bus funding by 89% over the life of the bill
- Provides both stable formula funding and a competitive grant program to address bus and bus facility needs
- Reforms public transportation procurement to make federal investment more cost effective and competitive
- Consolidates and refocuses transit research activities to increase efficiency and accountability
- Establishes a pilot program for communities to expand transit through the use of public-private partnerships
- Eliminates the set aside for allocated transit improvements
- Provides flexibility for recipients to use federal funds to meet their state of good repair needs
- Provides for the coordination of public transportation services with other federally assisted transportation services to aid in the mobility of seniors and individuals with disabilities
- Requires a review of safety standards and protocols to evaluate the need to establish federal minimum safety standards in public transportation and requires the results to be made public

HIGHWAY & MOTOR VEHICLE SAFETY

- Focuses funding for roadway safety critical needs
- Increases percentage of National Priority Safety Program states can spend on traditional safety programs
- Ensures more states are eligible for safety incentive grant funds and encourages states to adopt additional safety improvements
- Encourages states to increase safety awareness of commercial motor vehicles

★★★ SUMMARY ★★★

- Increases funding for highway-railway grade crossings
- Requires a feasibility study for an impairment standard for drivers under the influence of marijuana
- Improves the auto safety recall process to better inform and protect consumers
- Increases accountability in the automobile industry for safety-related issues

TRUCK & BUS SAFETY

- Overhauls the rulemaking process for truck and bus safety to improve transparency
- Consolidates truck and bus safety grant programs and provides state flexibility on safety priorities
- Incentivizes the adoption of innovative truck and bus safety technologies
- Requires changes to the Compliance, Safety, Accountability program to improve transparency in the FMCSA's oversight activity
- Improves truck and bus safety by accelerating the introduction of new transportation technologies

HAZARDOUS MATERIALS

- Grants states more power to decide how to spend training and planning funds for first responders
- Requires Class I railroads to provide crude oil movement information to emergency responders
- Reforms an underutilized grant program for state and Indian tribe emergency response efforts
- Better leverages training funding for hazmat employees and those enforcing hazmat regulations
- Requires real-world testing and a data-driven approach to braking technology
- Enhances safety for both new tank cars and legacy tank cars
- Speeds up administrative processes for hazmat special permits and approvals
- Cuts red tape to allow a more nimble federal response during national emergencies

RAILROADS

- Provides robust reforms for Amtrak, including reorganizing the way Amtrak operates into business lines
- Gives states greater control over their routes, by creating a State-Supported Route Committee
- Speeds up the environmental review process for rail projects
- Creates opportunities for the private sector through station and right-of-way development
- Consolidates rail grant programs for passenger, freight, and other rail activities
- Establishes a Federal-State Partnership for State of Good Repair grant program
- Strengthens Northeast Corridor planning to make Amtrak more accountable and states equal partners
- Allows competitors to operate up to three Amtrak long-distance lines, if at less cost to the taxpayer
- Strengthens passenger and commuter rail safety, and track and bridge safety
- Preserves historic sites for rail while ensuring that safety improvements can move forward
- Unlocks and reforms the Railroad Rehabilitation and Improvement Financing (RRIF) loan program
- Includes reforms to get RRIF loans approved more quickly with enhanced transparency
- Provides commuter railroads with competitive grants and loans to spur timely Positive Train Control implementation
- Provides competitive opportunities for the enhancement and restoration of rail service

ADDITIONAL PROVISIONS

- Includes strongly bipartisan measures to simplify rules and regulations, aid consumers, enhance our capital markets, assist low-income housing residents, and help build a healthier economy
- Includes bipartisan provisions to provide energy infrastructure and security upgrades
- Streamlines the review process for infrastructure, energy, and other construction projects

FINANCING PROVISIONS

- Includes fiscally responsible provisions to ensure the bill is fully paid for
- Ensures the Highway Trust Fund is authorized to meet its obligations through FY 2020
- Directs offsets from the FAST Act into the Highway Trust Fund to ensure fund solvency
- Reauthorizes the dedicated revenue sources to the Highway Trust Fund, which periodically expire