

**A RESOLUTION OF THE
CENTRAL FLORIDA EXPRESSWAY AUTHORITY
SUPPORTING IMPLEMENTATION OF THE
FIXING AMERICA’S SURFACE TRANSPORTATION (“FAST”) ACT**

WHEREAS, Congress recently passed, and the President signed into law, the Fixing America’s Surface Transportation (“FAST”) Act; and

WHEREAS, this five year transportation bill provides that federal funding for transit in Florida will grow from \$9.1 billion in 2015 to an estimated \$10 billion annually from 2016 to 2020; and

WHEREAS, aside from an increase in funding, the bill contains provisions which provide long-term certainty and added flexibility for state and local governments so they can more effectively address their infrastructure needs; and

WHEREAS, the bill’s sponsor, the Honorable John L. Mica, has requested local governments throughout Central Florida to voluntarily participate in jointly coordinated efforts to implement the bill’s initiatives; and

WHEREAS, the governing Board of the Central Florida Expressway Authority (“CFX”) supports the FAST Act and pledges support in its implementation;

NOW THEREFORE, BE IT RESOLVED BY THE CENTRAL FLORIDA EXPRESSWAY AUTHORITY, the following action is hereby adopted by the governing Board:

Section 1. AUTHORIZATION TO PARTICIPATE. The CFX administrative staff is hereby authorized and delegated responsibility to work with other local governments throughout Central Florida to ensure orderly and efficient implementation of the FAST Act. The CFX Executive Director is authorized to send a copy of this Resolution to MetroPlan Orlando and Congressman Mica’s office expressing CFX’s commitment and support to participate with other local governments in implementing the bill as it pertains to transportation initiatives affecting Central Florida.

Section 2. This Resolution shall become effective upon adoption.

Adopted this _____ day of March, 2016.

Welton G. Cadwell, Chairman

ATTEST: _____
Darleen Mazzillo, Executive Assistant

Approved as to form and legality:

Joseph L. Passiatore, General Counsel

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEE ON TRANSPORTATION
AND PUBLIC ASSETS
CHAIRMAN

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0907

RECEIVED

December 21, 2015

METROPLAN ORLANDO

Mr. Harold W. Barley
Executive Director
Metropolitan Orlando
315 E Robinson St, Ste 355
Orlando, FL 32801-1949

Dear Harry:

As we come to the end of 2015, I wanted to provide you with information regarding the recently passed five year transportation bill and some local transportation initiatives that may be of interest to you as a community leader.

Congress passed, and the President signed into law, the *Fixing America's Surface Transportation (FAST) Act*. This \$305 billion, revenue neutral legislation provides policy and funding through 2020 and follows the *MAP-21* legislation that I passed as Chairman of the House Transportation and Infrastructure Committee. In my proceeding legislation, we attempted to devolve more programs to state and local governments, expedite federal permitting and cut red tape. The *FAST Act* builds on these and other reforms initiated in *MAP-21*. The *FAST Act* also includes important provisions that provide long-term certainty and added flexibility for state and local governments so they can more effectively address their infrastructure needs.

Florida, specifically in the *FAST Act*, is estimated to receive an overall increase of approximately \$891 million in annual highways funding. Our State's apportioned highway funding will grow from \$9.1 billion in 2015 to an estimated \$10 billion annually from 2016 to 2020. Funding for transit in Florida will grow from \$360 million in 2015 to \$370 million in 2016 and \$401 million in 2020. Most of the additional dollars will flow through the State of Florida Department of Transportation.

Also included in that bill were provisions I authored to initiate Amtrak reforms that will open up service to private competition and cut taxpayer subsidies. For your information, I have enclosed additional information on some of the key provisions of the *FAST Act*.

The *FAST Act* and recently passed federal *Omnibus Appropriations* legislation both ensure projects like I-4, SunRail and airport expansions will move forward in 2016 and beyond.

The current I-4 expansion is only 21 miles and will be under construction until 2021. To move up the links beyond Kirkman Road to US 27 and above State Road 434 into Volusia County, I have enlisted Mayor Teresa Jacobs, State and local leaders to help move those future

links forward. Competition for projects is stiff, and Central Florida will be competing for the same limited funds as South and West Florida. It is vital that we organize early as these important links have a \$2 billion price tag above and beyond the \$2.4 billion current expansion. Currently with a record number of infrastructure projects underway, construction employment is the best it has been in years and should continue.

Also as you may know, I have launched a Central Florida initiative to develop and utilize advanced technology systems on some of our major arterial roads to expedite traffic. This effort to better control and manage traffic on our most congested thoroughfares will use electronic signals from cars and vehicles to change traffic lights in real time. The federal grant program for deploying new surface transportation technology is authorized for the next five years with \$337 million available for projects.

Working with MetroPlan Orlando, we are currently asking local governments to voluntarily sign up for participation in these coordinated efforts since many routes transverse multiple local government jurisdictions. I intend to vigorously pursue federal support for this impactful and cost-effective initiative. Please urge local officials to join in this effort.

Finally in my current capacity as Chairman of the House Transportation and Public Assets Oversight Subcommittee, I continue to hold federal agencies' feet to the fire to ensure our legislative policies are properly carried out. I have conducted numerous hearings this year to hold agencies accountable, stop government waste, consolidate or eliminate programs, examine options for more efficient government operations and improve transparency. My work continues to ensure that we maximize idle federal assets, dispose of vacant properties and gain a positive return for taxpayers on federal assets.

Thank you again for your support of our local and State transportation infrastructure projects. I look forward to working with you and other community leaders in 2016 as we tackle our transportation challenges together.

Please keep me posted on any questions or concerns. In Washington, you can contact me or Sean McMaster, our Transportation legislative assistant, at (202) 225-4035. Locally, I or one of our 7th Congressional District Representatives can be contacted. The phone numbers are (407) 657-8080 [Leslie O'Shaughnessy] in Maitland, (407) 366-0833 [Patrick Kelly] in Oviedo or (386) 860-1499 [Barry Cotton] in Deltona.

With my best wishes for the coming year, I remain

Most respectfully,



John L. Mica
Member of Congress

FAST ACT

FAST ACT BENEFITS FOR OUR STATES AND LOCAL GOVERNMENTS

The Fixing America's Surface Transportation (FAST) Act is five-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act includes important provisions and reforms to provide long-term certainty and more flexibility for states and local governments to more effectively address their infrastructure needs.

PROVIDES FOR LONG-TERM INVESTMENTS IN ROADS, BRIDGES, & REGIONAL PRIORITIES

- Five-year, fully paid-for authorization provides needed certainty for states and local governments to plan and undertake long-term, complex projects.
- Continues the federally funded, state administered structure for federal surface transportation programs.
- Increases each state's formula funding under the Federal-aid Highway Program (map included).
- Establishes the Nationally Significant Freight and Highway Projects Program – a new competitive grant program that includes large-scale projects of regional importance.
- Expands funding available for bridges off the National Highway System.
- Promotes innovation by providing states and local governments with funding to invest in transportation technologies in order to relieve congestion and improve safety.

GIVES STATES AND LOCAL GOVERNMENTS MORE CONTROL IN ADDRESSING THEIR NEEDS

- Converts the Surface Transportation Program (STP) to a block grant program, maximizing the flexibility of STP for states and local governments.
- 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.
- Increases the amount of STP funding that is distributed to local governments from 50 percent to 55 percent over the life of the bill.
- 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.
- Consolidates nine existing Federal Motor Carrier Safety Administration grant programs into four and streamlines program requirements to reduce administrative costs and improve flexibility 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.

STREAMLINES PROJECT APPROVALS AND REDUCES BUREAUCRACY

- 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.
- 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.