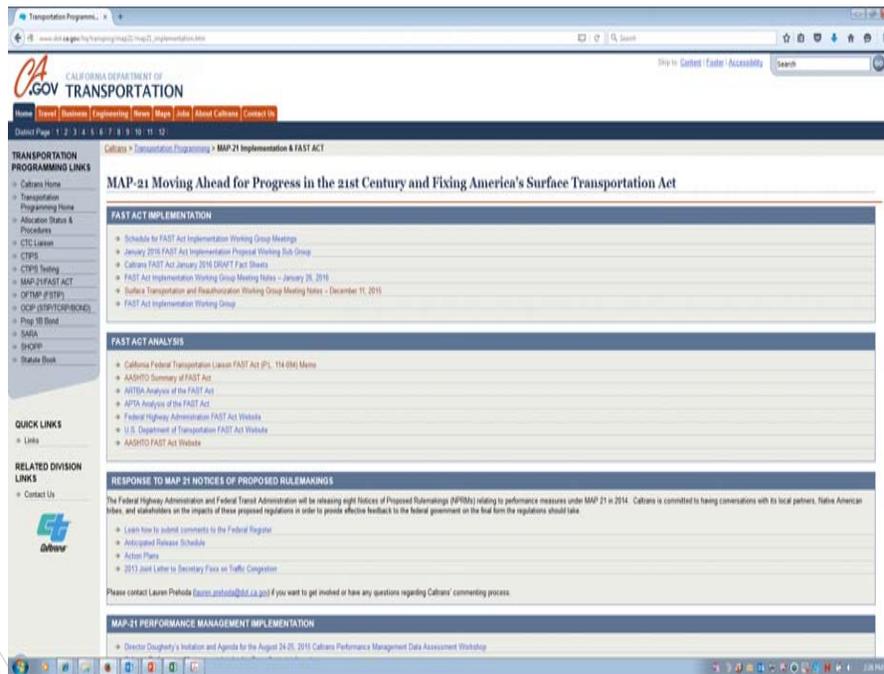


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Federal Transportation Liaison



Caltrans FAST Act / MAP-21 Implementation Website (Google "Caltrans FAST Act"):
http://www.dot.ca.gov/hq/transprog/map21/map21_implementation.htm



- FAST Act Analysis.
- Links to useful FAST Act websites (AASHTO, U.S. DOT and FHWA).
- Info on Caltrans FAST Act Implementation Activities.
- Info on MAP-21 Implementation Activities (e.g., MAP-21 Performance Management Implementation).

FAST Act - General Information

- Fixing America's Surface Transportation Act (the FAST Act) a five-year authorization of highway, transit, safety and rail programs - Authorizes \$305 billion in all modes over federal fiscal year (FY) 2016 and FY 2020.
- The FAST Act includes approximately \$225 billion in contract authority over five years for the Federal-aid highway program, increasing funding from \$41 billion in FY 2015 to \$47 billion in FY2020 - a 15 percent increase.
- **Approximately half of the increase will support two new freight-related initiatives:**
 - A new **National Highway Freight program (NHFP, FAST Act § 1116/23 U.S.C. § 167)**, funded at approximately \$1.2 billion a year that is distributed to the states by formula.
 - A new discretionary program for **Nationally Significant Freight and Highway Projects (NSFHP, FAST Act § 1105/23 U.S.C. § 117)**, funded at approximately \$900 million per year (annual average).
- The remainder will provide small annual increases in core highway formula program funding.
- The FAST Act largely keeps the MAP-21 apportionment formula funding programs intact with a few changes.

FAST Act § 1116 / 23 U.S.C. § 167 National Highway Freight Program (NHFP)

California Estimated Annual NHFP Apportionment (Source: FHWA)

FY 2016	FY 2017	FY2018	FY2019	FY 2020
\$106.3 M	\$101.7 M	\$110.9 M	\$124.8 M	\$138.7 M

- Generally, NHFP funds must 1) contribute to the efficient movement of freight in the National Highway Freight Network (NHFN) and 2) be identified in a State Freight Investment Plan.
 - Additionally, 10 percent each year may be used for rail/port/intermodal projects.
- Eligible Activities: FAST Act enumerates 25 specific eligible activities, including project development, construction, ITS, environmental and community mitigation.
- Federal share is determined under 23 USC § 120 (i.e., 90% Interstate; 80% other projects; “sliding scale/exceptions/adjustments”).



FAST Act § 1105 / 23 U.S.C. § 117

Nationally Significant Freight and Highway Projects (NSFHP)

Annual Amount Authorized Nationally for Competitive Discretionary Grants

FY 2016	FY 2017	FY2018	FY2019	FY 2020
\$800 M	\$850 M	\$900 M	\$950 M	\$1 Billion

- Large Projects: Minimum Project Cost - \$100 M, and Minimum Grant Amount - \$25 M (But set-asides for rural areas and projects below cost threshold).
- Eligible activities:
 - Highway freight projects on National Highway Freight Network;
 - NHS highway/bridge projects, projects in National Scenic Areas;
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period); and
 - Rail-highway grade crossing or grade separation projects.
- Eligible Applicants: States, large MPOs, Tribes, localities, and FLMAs may apply.
- U.S. DOT OST selects projects; Congress has 60 days to disapprove.
- Federal share may not exceed 60 percent, or 80 percent if other Federal resources are used to satisfy the non-Federal share.
- **TIGER**: In FY 2016, NSFHP is in addition to TIGER: NOFAs for \$500 million TIGER and \$800 million NSFHP competitive discretionary grants expected soon.



Other FAST Act Freight Provisions

- The FAST Act Title VIII (49 U.S.C. Chapter 701) creates:
 - National Multimodal Freight Policy goals (49 U.S.C. § 70101);
 - And Requires U.S. DOT to develop:
 - A multi-modal National Freight Strategic Plan (49 U.S.C. § 70102); and
 - A National Multimodal Freight Network (NMFN, 49 U.S.C. § 70103), that includes National Highway Freight Network and other elements (e.g., Class I freight railroads, large ports and airports).
 - Stakeholder Consultation / Input and Public Comment Required.
- The National Highway Freight Network (NHFN, 23 U.S.C. § 167) includes:
 - Primary Highway Freight System (PHFS), initially 41K miles and re-designated every 5 years (w/up to 3% growth; input from State Freight Advisory Committees required).
 - Critical Rural Freight Corridors identified by States (Max. 150 miles or 20 percent of a State's PHFS miles);
 - Critical Urban Freight Corridors with State-MPO consultation (Max. 75 miles or 10 percent of a State's PHFS miles);
 - Portions of Interstate System not included in the PHFS.

FAST Act Implementation

➤ FAST Act Implementation Working Group

- Eight bi-weekly meetings / conference calls to work through FAST Act implementation issues. “Open Door Policy”

- Purpose: Identify technical implementation issues, form Technical Working Sub Groups, and develop a consensus policy platform for implementing the FAST Act - including the appropriate state and local funding splits for formula programs.
 - FAST Act Freight Technical Working Sub Group Caltrans Leaders: Joanne McDermott and Cameron Oaks.

- Caltrans FAST Act Implementation Website:
 - FAST Act Analysis;
 - The members of the FAST Act Implementation Working Group and Technical Working Sub Groups;
 - Working Group meeting schedule; and
 - Meeting notes from the bi-weekly Working Group meetings.

➤ Awaiting Policy Guidance from FHWA.

➤ FHWA Fact Sheets for several FAST Act programs already posted on FHWA FAST Act website.

