

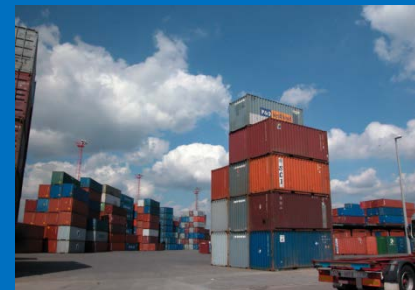
P.L. 114-94

Fixing America's Surface Transportation (FAST) Act



U.S. Department
of Transportation

**Federal Highway
Administration**



FAST Act

- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes \$305 B (all modes) over FY 2016-2020
- \$70 B in transfers to keep the Highway Trust Fund solvent; fully “paid for” (offset) by unrelated savings





Key Highway Facts

- \$226.3 B for highways over five years (FY 2016-2020)
 - \$225.2 B in contract authority
 - \$1.1 B from the General Fund
- Builds on the program structure and reforms of MAP-21
- Continued focus on accelerating project delivery
- Adds a new freight formula and expands freight network
- Adds a new discretionary program for nationally significant freight and highway projects
- Provides a new tribal self-governance option

FREIGHT Provisions

Freight Movement is Multimodal

Every mode of transportation moves freight, but trucking is the primary mode of freight travel.

	2013	(in tons)	2040
 Truck	14 billion	+35%	18.8 billion
 Rail	1.9 billion	+49%	2.8 billion
 Waterborne	808 million	+32%	1.1 billion
 Air	15 million	+263%	53 million

55
million tons
of freight
move across
our nation
every day

Source: Beyond Traffic

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- States required to have freight plans to obligate NHFP funds (beginning December 4, 2017)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

FASTLANE Grants | **NEW**

(Nationally Significant Freight & Hwy. Projects) |

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- 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)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

U.S. Department of Transportation Fiscal Year (FY) 2016 FASTLANE Awards

Project Name	Applicant Organization	State	Project Size	Award	Total Project Cost	117(d)(2)(A) Limitation*
Interstate 10 Phoenix to Tucson Corridor Improvements	Arizona Department of Transportation	AZ	Large	\$54,000,000	\$157,500,000	-
SR-11 Segment 2 and Southbound Connectors	California Department of Transportation	CA	Large	\$49,280,000	\$177,200,000	-
Arlington Memorial Bridge Reconstruction Project	National Park Service	DC	Large	\$90,000,000	\$166,000,000	-
Port of Savannah International Multi-Modal Connector	Georgia Ports Authority	GA	Large	\$44,000,000	\$126,700,000	\$32,000,000
I-10 Freight CoRE	Louisiana Department of Transportation and Development	LA	Large	\$60,000,000	\$193,508,409	-
Conley Terminal Intermodal Improvements and Modernization	Massachusetts Port Authority	MA	Large	\$42,000,000	\$102,890,000	\$42,000,000
I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project	New York State Department of Transportation	NY	Large	\$32,000,000	\$162,900,000	-
US 69/75 Bryan County	Oklahoma Department of Transportation	OK	Large	\$62,000,000	\$120,625,000	-
Atlantic Gateway: Partnering to Unlock the I-95 Corridor	Virginia Department of Transportation	VA	Large	\$165,000,000	\$905,000,000	\$45,000,000
South Lander Street Grade Separation and Railroad Safety Project	City of Seattle	WA	Large	\$45,000,000	\$140,000,000	-
I-39/90 Corridor Project	Wisconsin Department of Transportation	WI	Large	\$40,000,000	\$1,195,300,000	-
Truck Parking Availability System (TPAS)	Florida Department of Transportation	FL	Small	\$10,778,237	\$23,983,850	-
Cedar Rapids Logistics Park	Iowa Department of Transportation	IA	Small	\$25,650,000	\$46,500,000	\$25,650,000
U.S 95 North Corridor Access Improvement Project	Idaho Department of Transportation	ID	Small	\$5,100,000	\$8,500,000	-
Maine Intermodal Port Productivity Project	Maine Department of Transportation	ME	Small	\$7,719,173	\$15,438,347	\$7,122,485
Cross Harbor Freight Program (Rail)	The Port Authority of New York and New Jersey	NY	Small	\$10,672,590	\$17,787,650	\$10,672,590
Coos Bay Rail Line - Tunnel Rehabilitation Project	Oregon International Port of Coos Bay	OR	Small	\$11,000,000	\$19,555,000	\$11,000,000
Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	WA	Small	\$5,000,000	\$38,000,000	-
Total				\$759,200,000	\$3,617,388,256	\$173,445,075

FASTLANE Grants

- 1st call for FASTLANE grants, USDOT received 212 applications totaling nearly \$9.8 billion for grants.
- States and localities requesting over 13 times more funding than was available through FASTLANE.
- Of the 212 applications received, 136 represented projects in urban areas, while the remaining 76 supported rural projects.
- USDOT's report, *Beyond Traffic 2045: Trends and Choices*, shared freight volume is expected to grow to 29 billion tons—an increase by 45 percent by the year 2040.

Other Freight Provisions

- Freight policy goals and multi-modal national freight strategic plan
- **State freight plans** (required) & advisory committees (encouraged)
- National multimodal freight network
- National Highway Freight Network, to include:
 - Primary Highway Freight System (PHFS); initially 41K miles
 - Critical rural freight corridors identified by States
 - Critical urban freight corridors with State-MPO consultation
 - Portions of Interstate System not included in the PHFS
- Primary Highway Freight System re-designated every 5 years (with up to 3% growth)

Required State FREIGHT Plan

- 5 year horizon, updated at least every 5 years
- 10 Requirements in total
 - Carryover from MAP-21
 - FAST Act required additional components

FREIGHT Plan Requirements

1. Identification of significant freight system trends, needs, and issues.

FREIGHT Plan Requirements

2. Description of freight policies, strategies, and performance measures guiding transportation investment decisions.

FREIGHT Plan Requirements

3. When applicable a listing of critical rural and urban freight corridors designated within the State.

The FAST Act requires the establishment of a National Highway Freight Network, which will consist of the following components:

- The Primary Highway Freight System (PHFS);
- Critical Rural Freight Corridors;
- Critical Urban Freight Corridors; and
- Those portions of the Interstate System that are not part of the PHFS.

FREIGHT Plan Requirements

3. When applicable a listing of critical rural and urban freight corridors designated within the State.

Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

FREIGHT Plan Requirements

4. How the plan will improve the ability of the State to meet the national multimodal freight policy goals.

FREIGHT Plan Requirements

5. Innovative technologies and operational strategies that improve the safety and efficiency of freight movement.

FREIGHT Plan Requirements

6. Description of improvements that may be required to reduce or impede the deterioration due to heavy vehicles.

FREIGHT Plan Requirements

7. An inventory of facilities with freight mobility issues, such as bottlenecks and mitigation strategies.



Source: Beyond Traffic

FREIGHT Plan Requirements

8. Consideration of any significant congestion or delay caused by freight movements.

FREIGHT Plan Requirements

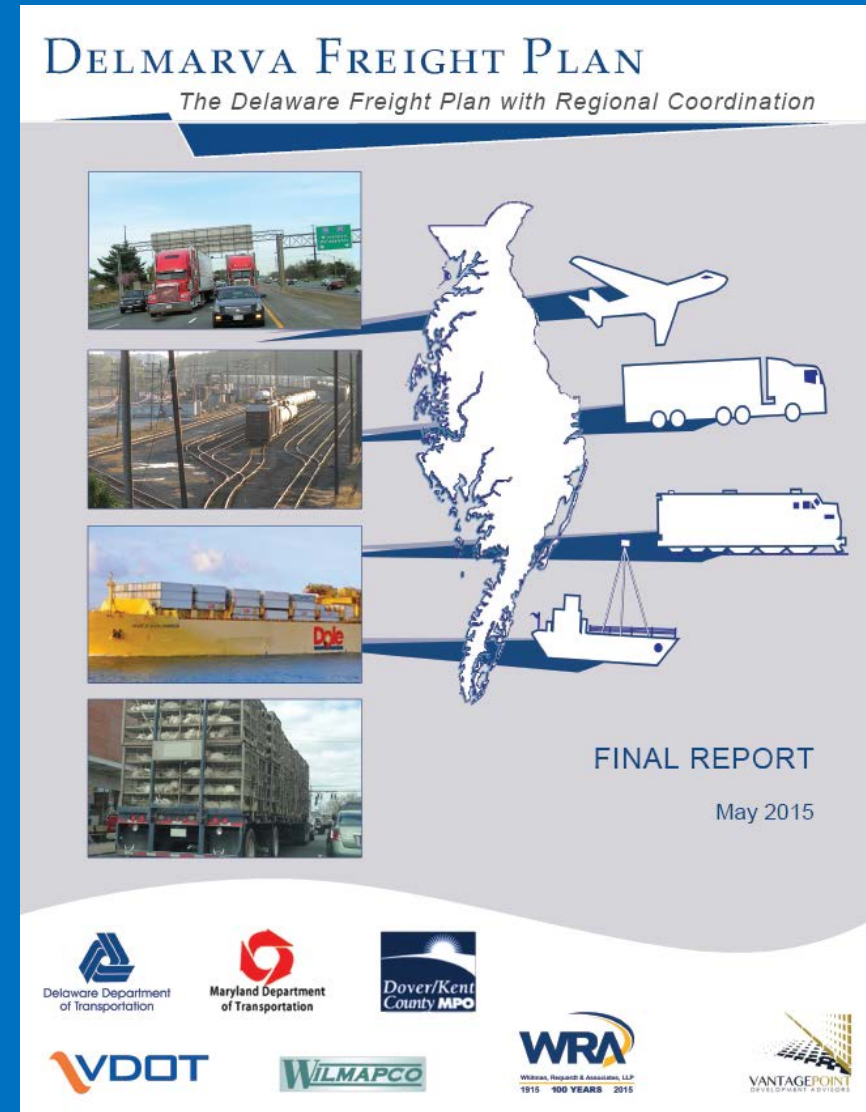
9. A freight investment plan that includes a list of priority projects and describes how funds would be invested and matched.

FREIGHT Plan Requirements

10.Consultation with the State Freight Advisory Committee, if applicable.

Delaware State Freight Plan

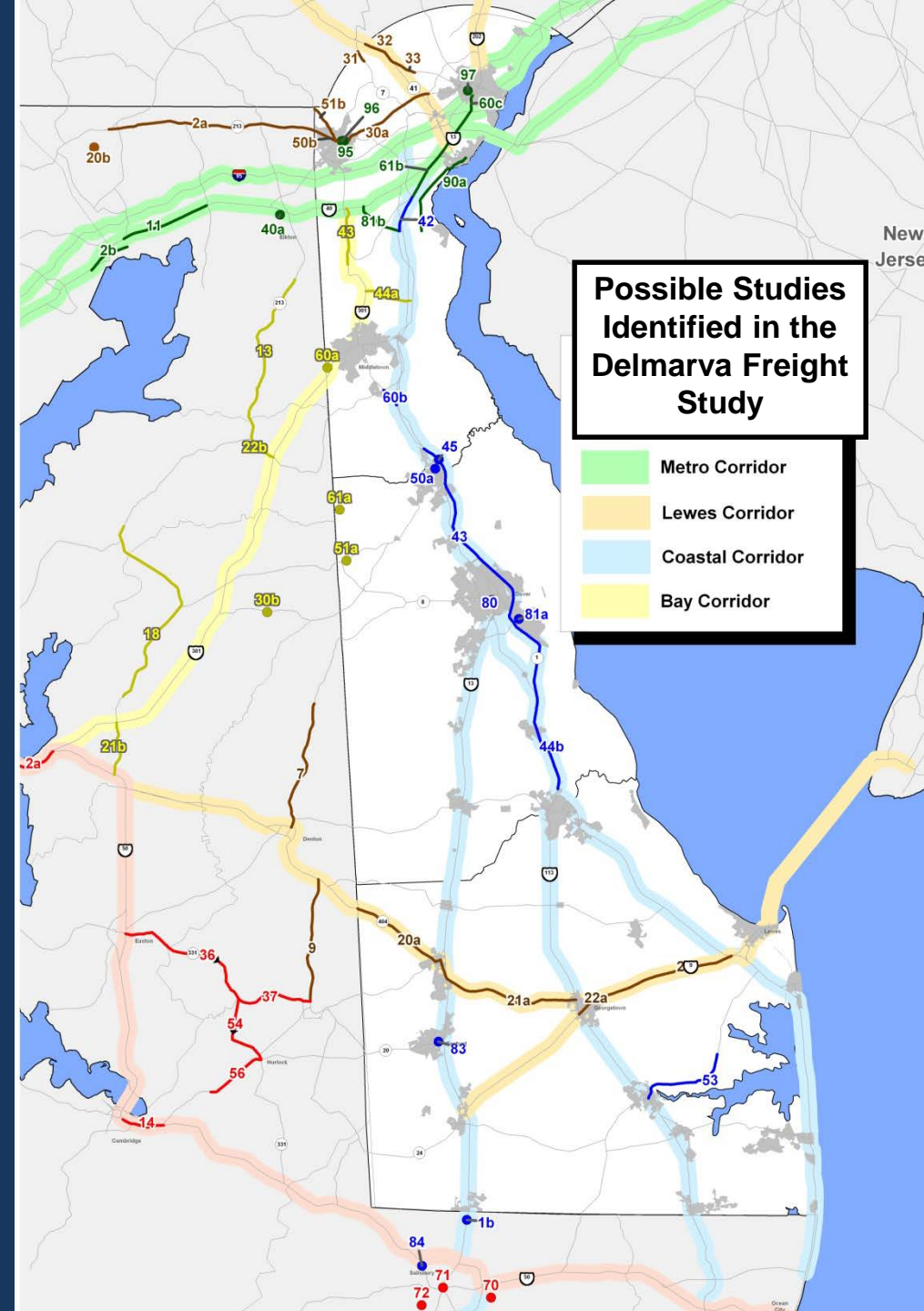
- MAP-21 compliant
- MAY 2015
- Currently, working on the plan to be FAST Act compliant.



Questions?

Group Assignment:

- Delmarva Freight Plan Identified 60 areas/ideas for additional study
- Seeking input on where future study efforts should be
- Review the boards highlighting the areas for future study
- Place 3 dots next to your priority area(s)



National Highway Freight Network

States and MPOs are allowed to make additions to the National Highway Freight Network

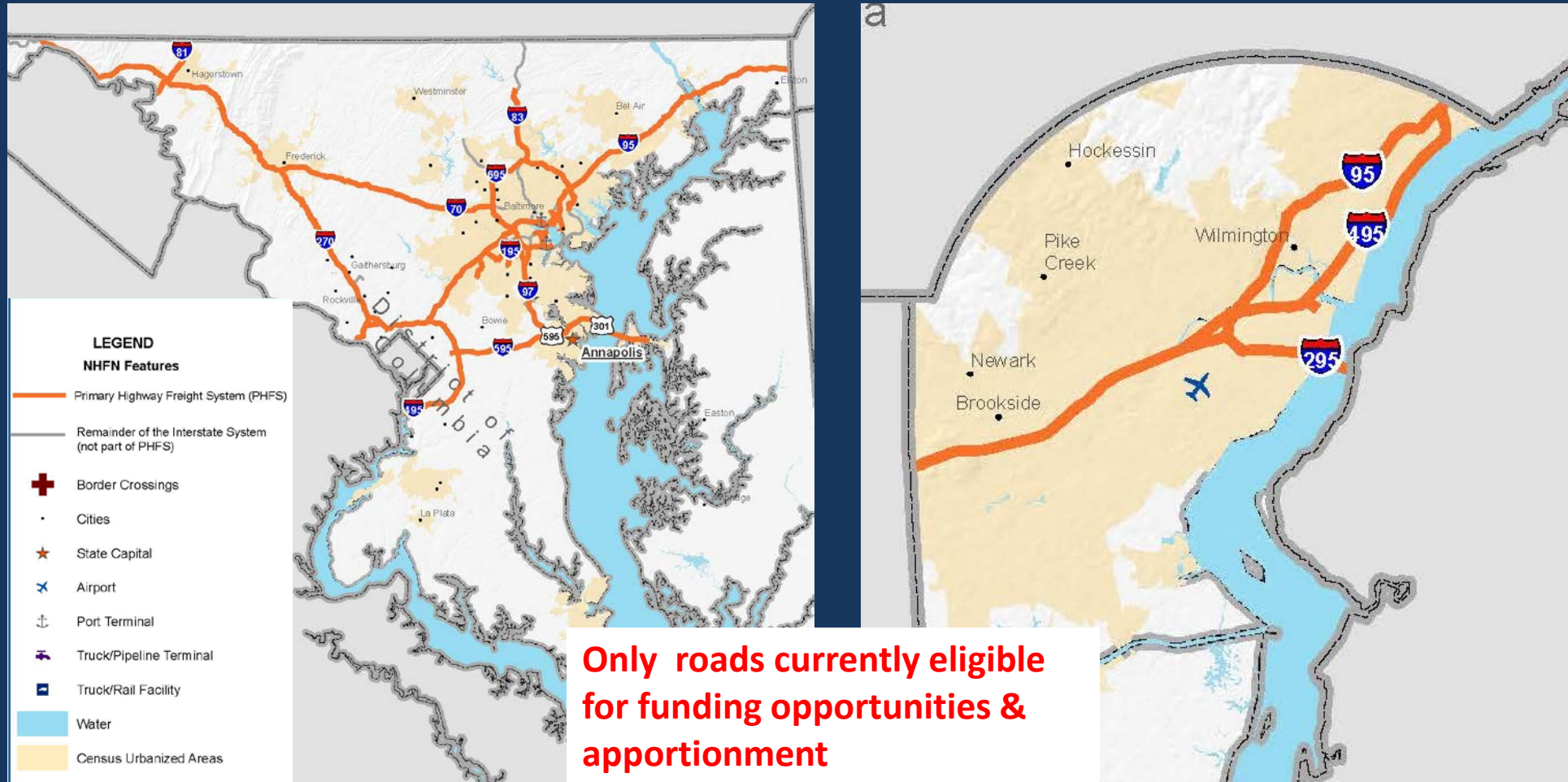
Current Map



National Highway Freight Network

States and MPOs are allowed to make additions to the National Highway Freight Network

Current Map - DE/MD



National Highway Freight Network

States and MPOs are allowed to make additions to the National Highway Freight Network

- The Primary Highway Freight System (Interstates)
- Interstate Routes not on the PHFS (9,511 centerline miles)
- Critical Rural Freight Corridors*
- Critical Urban Freight Corridors*

Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

*Designation of CRFCs and CUFCs will increase the State's NHFN, allowing expanded use of NHFP formula funds and FASTLANE Grant Program funds for eligible projects

NHFP formula funds and FASTLANE Grant Program

New Funding available in FAST Act for freight

\$1.2 B / year (average), apportioned to States by formula

Fiscal year	2016	2017	2018	2019	2020
Estimated funding (in billions)	\$1.14	\$1.09	\$1.19	\$1.34	\$1.49

- Approx. \$4.5 million for DE, \$17 million for MD annually

Nationally Significant Freight and Highway Projects:

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$800 M	\$ 850 M	\$ 900 M	\$ 950 M	\$1.00 B

Discretionary program for competitive grants or TIFIA loans for projects >\$100 M

Types of eligible projects include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Adding or widening of shoulders.
- Traffic signal optimization, including synchronized and adaptive signals.
- Railway-highway grade separation.
- Environmental and community mitigation for freight movement.

National Highway Freight Network Designation: Delaware Portion

- Ongoing effort in coordination with DE Freight Working Group
- Created draft of additional Urban/Rural mileage based on criteria
- Stay within allowable mileage limits

Allowable miles to designate by State

State	DE	PA	MD	NJ
Critical Rural Freight Corridors Maximum Mileage Limit	150	282	150	150
Critical urban Freight Corridors Maximum Mileage Limit	75	141	75	75
State Total	225	423	225	225

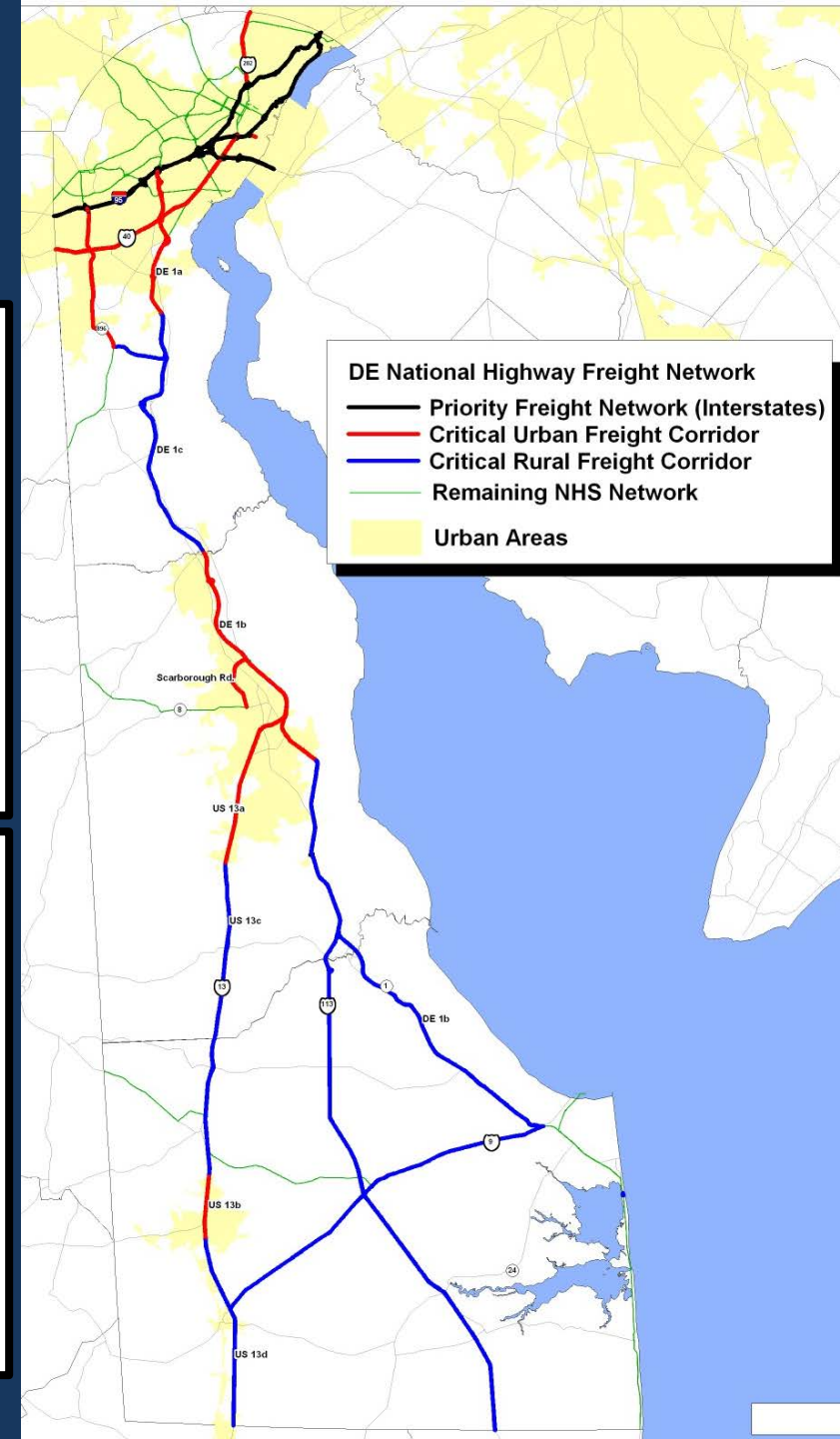
National Highway Freight Network Designation: Delaware Portion

Critical Urban Freight Corridors:

- In an urbanized area (2010 Census)
- connects an intermodal facility
- connects the Interstate System
- provides an alternative highway option important to goods movement;
- serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
- important to the movement of freight within the region, as determined by the MPO or the State.

Critical Rural Freight Corridors:

- Rural arterial roadway and has a minimum of 25 % of the AADTT
- Provides access to energy exploration, development, installation, or production areas
- Connects the PHFS or the Interstate System
- Connects to an international port of entry or an intermodal facility
- Provides access to significant air, rail, water, or other freight facilities in the State
- Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State



More details on posters!

