



FAST Act Implementation and Funding
Presented to the
California Transportation Commission

Fixing America's Surface Transportation (FAST) Act

- Provides \$305 billion for transportation priorities through 2020
 - 5-years of funding certainty for infrastructure planning and investment
- Largely consistent with the Moving Ahead for Progress in the 21st Century Act
- For the past decade, federal funding for apportioned programs have been split about 60/40 between the State and Locals, respectively

National Highway Freight Program

- The FAST Act establishes the new National Highway Freight Program (NHFP)
 - California to receive approximately \$582 million in NHFP apportionments over the 5-year period.
 - States will be able to obligate up to 10 percent of NHFP funding for improvements to freight rails or ports.
 - New nationally competitive FASTLANE grants provide approximately \$900 million per year for eligible freight and highway projects that are nationally or regionally significant.

FASTLANE and TIGER Grants

Grant Type	Request Submitted	Total Project Cost (millions)	Total Grant Requests (millions)	Total Local Match (millions)
FASTLANE	24	\$4,871	\$1,151	\$3,102
TIGER	27	\$1,583	\$641	\$845

*Because grant requests from local agencies did not pass through Caltrans, this table is subject to change



Repurposing of Earmarks

- On March 8, 2016, the Federal Highway Administration (FHWA) issued guidance for the implementation of earmark repurposing
- The Division of Local Assistance determined that \$110 to \$200 million is available for repurposing
- Projects utilizing repurposed funds must be within 50 miles of original earmark and be eligible for Surface Transportation Block Grant Program
- Only available this federal fiscal year, requests are due to the FHWA by September 12, 2016