



# FAST ACT FREIGHT PROVISIONS

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October 2016

# Table of Contents

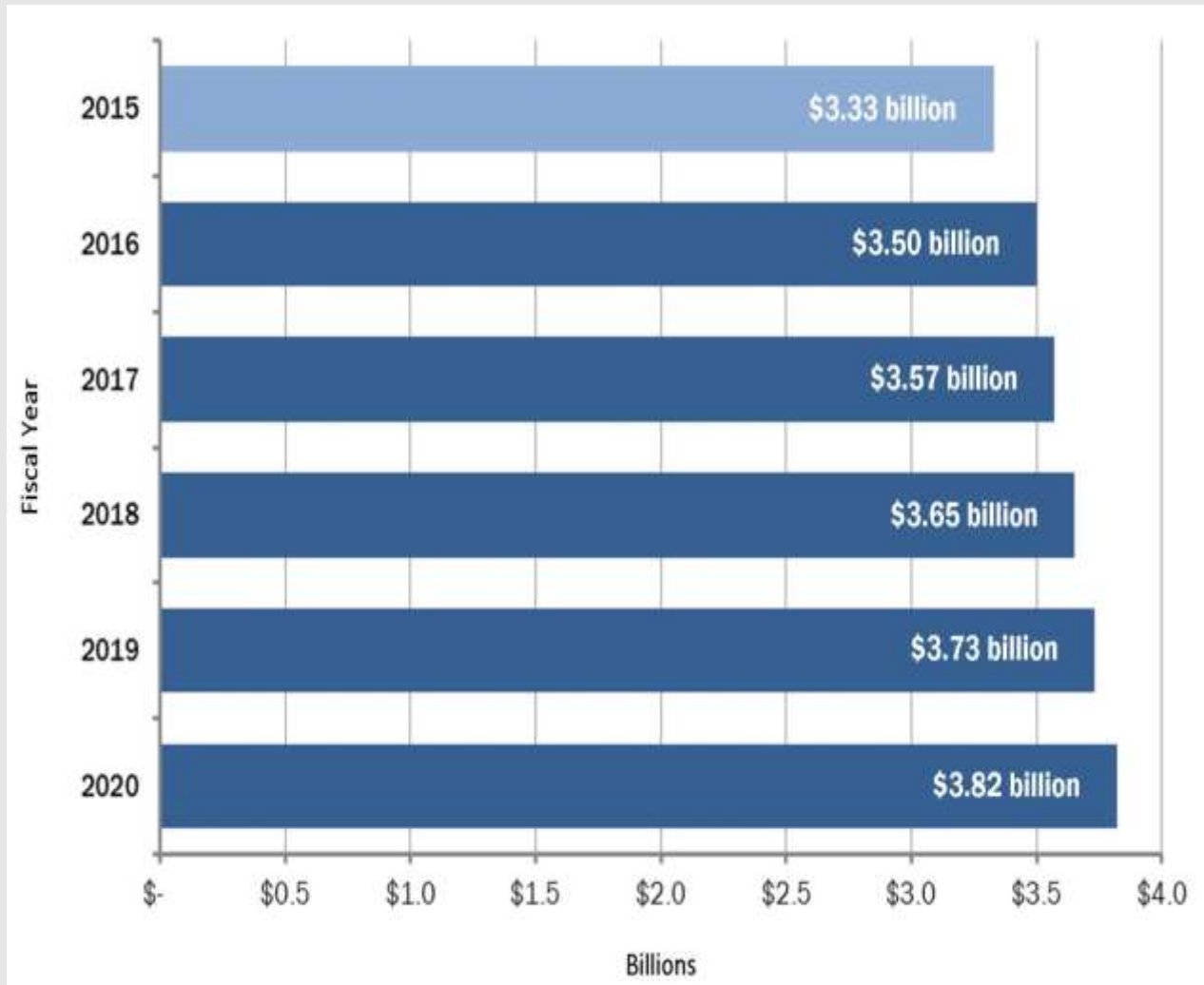
1	Overview of FAST Act	3
2	FAST Act Freight Policy Provisions	5
3	National Multimodal Freight Network	7
4	National Highway Freight Network	13
5	Freight Funding	20
6	State Freight Advisory Cmte and Freight Plan	27
7	Next Steps	28

DRIVE ACT (Senate) +  
STRR ACT (House) =  
FAST ACT

The FAST Act is a five year, \$305 billion bill that reauthorizes surface transportation programs.

# FAST ACT FUNDING

## Estimated Highway Account Apportionments for Texas



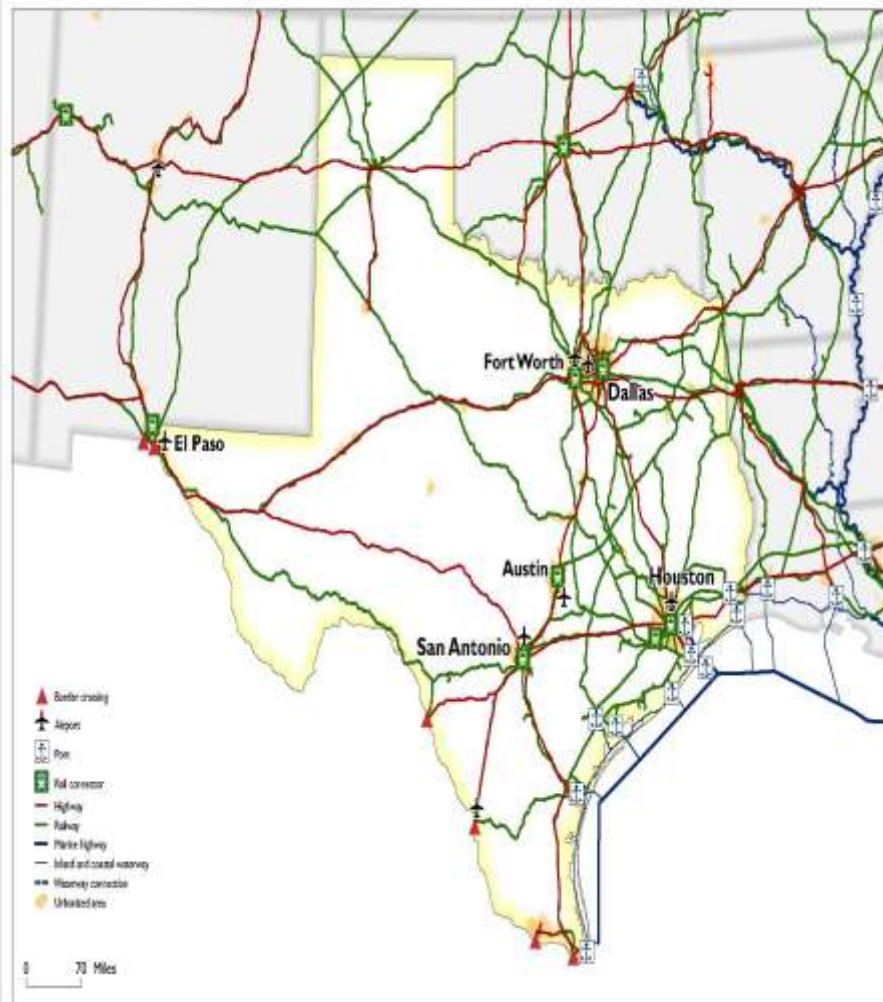
- DIRECTS USDOT TO CREATE TWO NEW FREIGHT NETWORKS:

1. National Multimodal Freight Network

2. National Highway Freight Network

# NMFN vs NHFN

Texas Interim Multimodal Freight Network



Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Docket Number DOT-OST-2014-0021.

National Highway Freight Network: Texas



# NATIONAL MULTIMODAL FREIGHT NETWORK

- USDOT must complete a National Strategic Freight Plan every 5 years that will include processes for multi-state project delivery, and financial and regulatory barriers to freight movement.
- USDOT released the Interim NMFN on June 6, 2016. Deadline for comments was September 6. Final map will be released by December 2016.
- Multimodal Network will consist of:
  - *National Highway Freight Network*
  - *Class 1 freight railroads*
  - *Ports with annual foreign and domestic trade of at least 2 million short tons*
  - *Inland and Intracoastal Waterways*
  - *Great Lakes and St. Lawrence Seaway*
  - *MARAD Marine Highways*
  - *50 US Airports with highest annual landed weight*
  - *Other assets as identified by USDOT (i.e. short line railroads)*

# INTERIM NATIONAL MULTIMODAL FREIGHT NETWORK

## INTERIM MULTIMODAL FREIGHT NETWORK

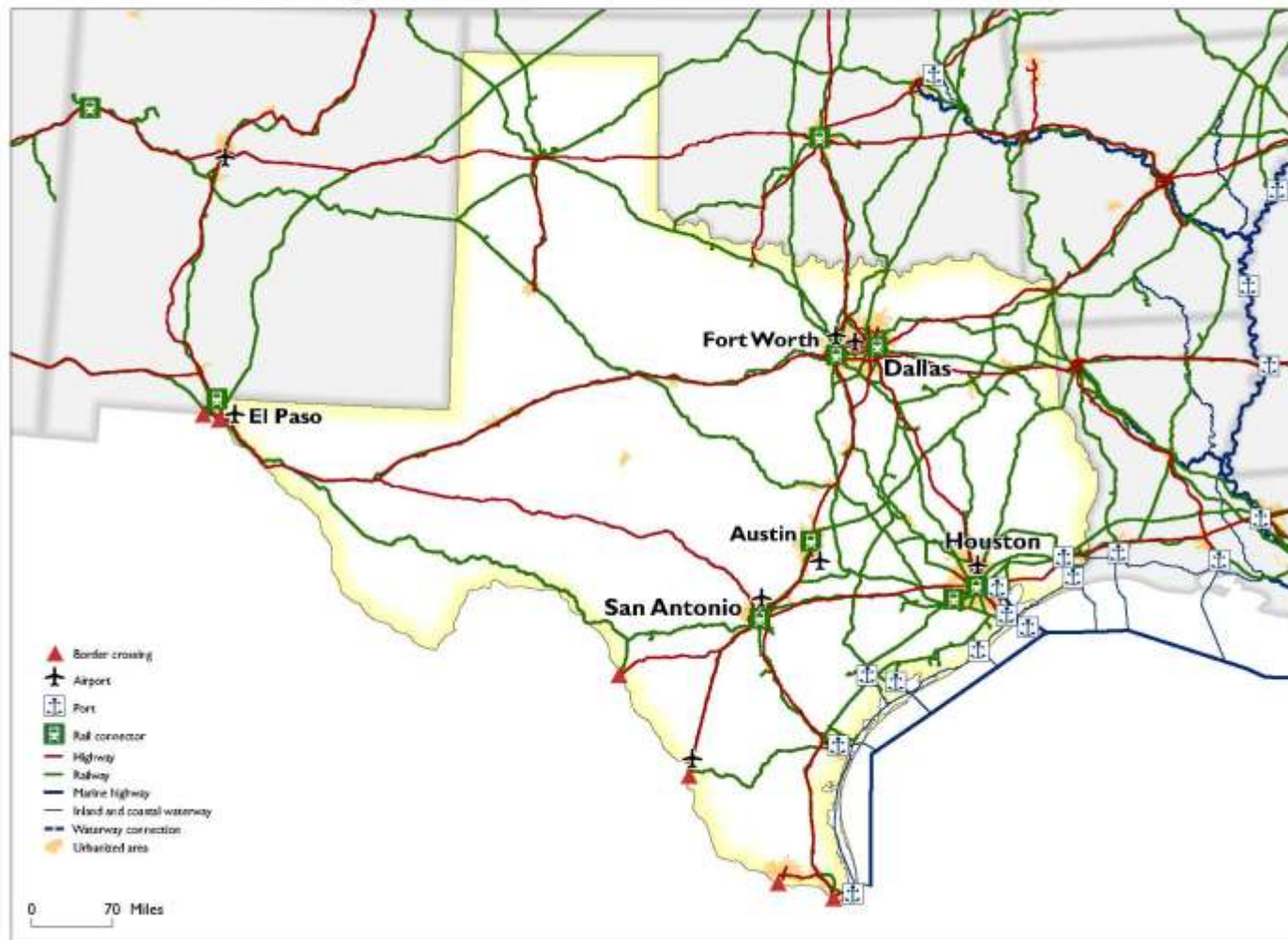
U.S. Department of Transportation





# INTERIM NMFN-TEXAS

Texas Interim Multimodal Freight Network

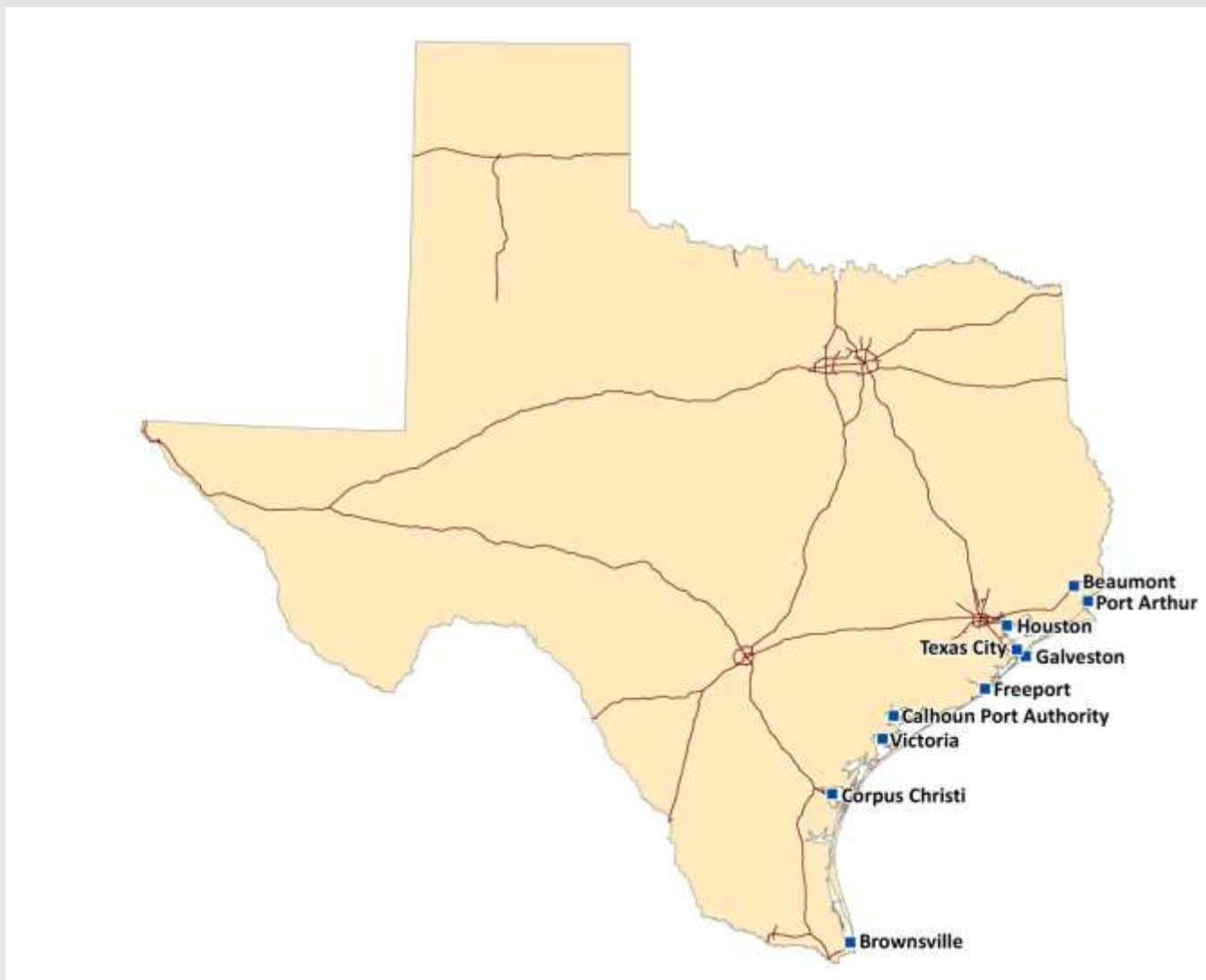


Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Docket Number: DOT-OST-2014-0033.

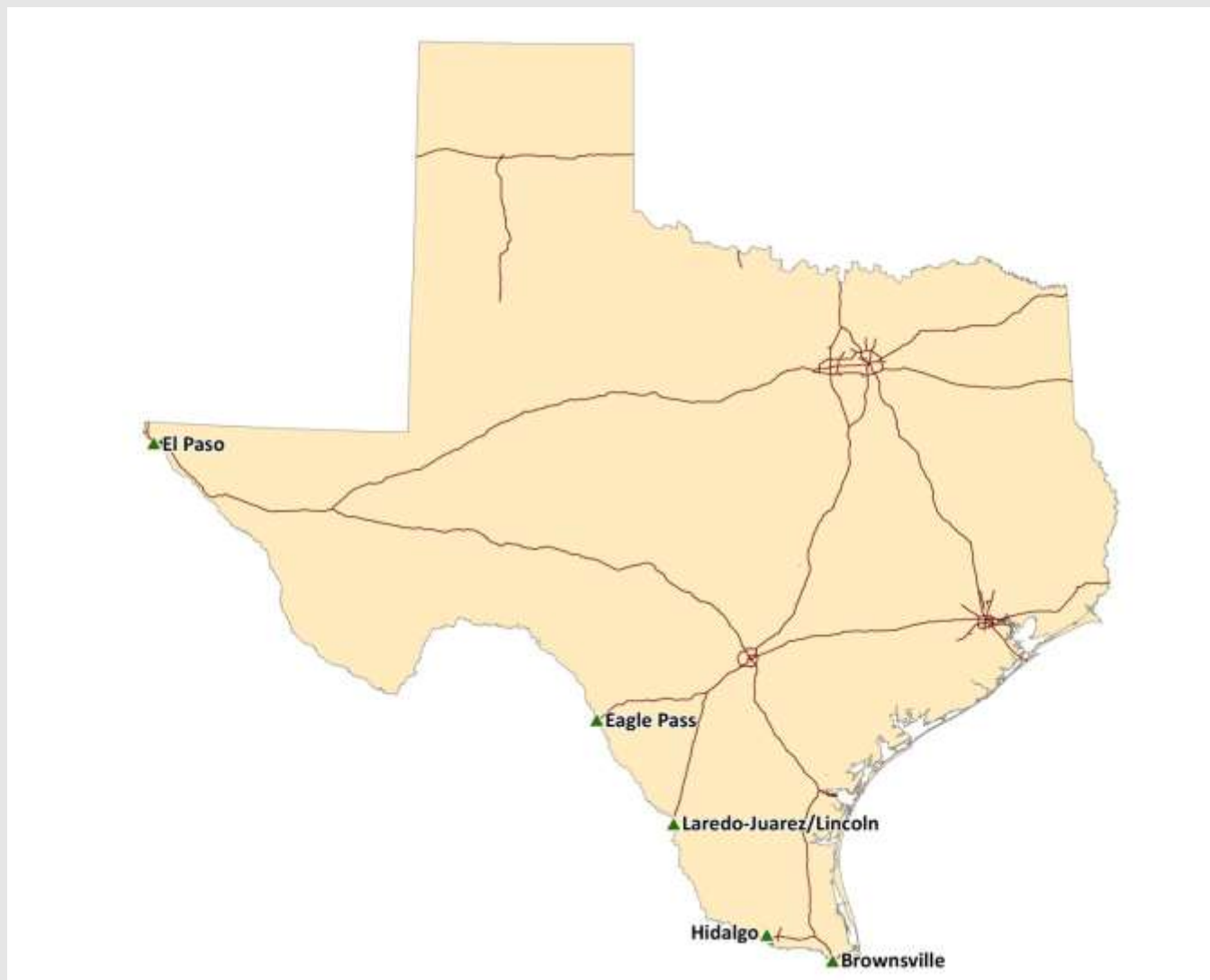
# INTERIM NMFN—TEXAS AIRPORTS



# INTERIM NMFN—TEXAS SEA PORTS



# INTERIM NFMN—TEXAS BORDER PORTS OF ENTRY



# NATIONAL HIGHWAY FREIGHT PROGRAM

Highway Freight Network will consist of four components:

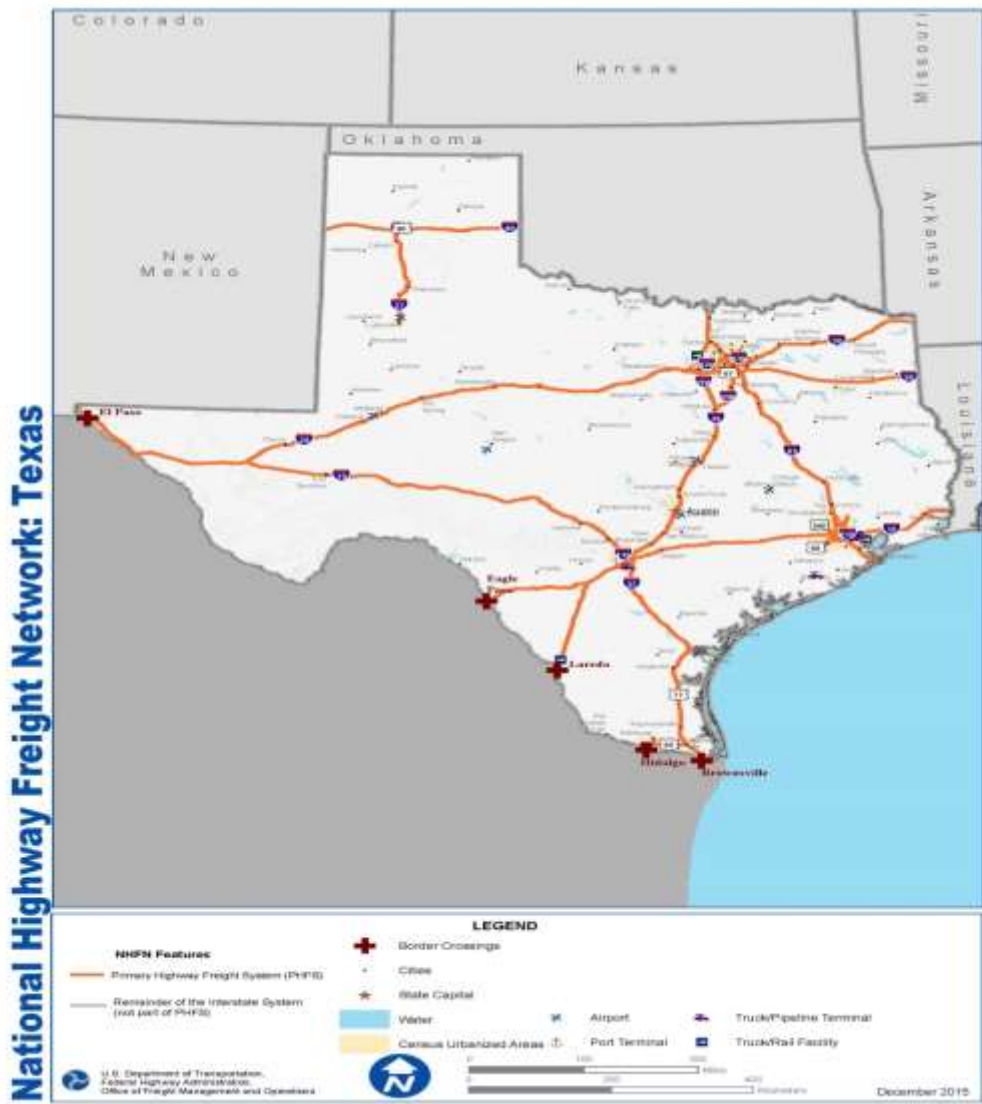
1. ***Primary Highway Freight System*** – 41,518 mile network as identified by USDOT under MAP-21. (Texas mileage = 3727.77)
2. ***Critical Rural Freight Corridors*** – State identified network meeting certain requirements. Maximum of 150 miles or 20% of a state's PHFS miles (Texas mileage = 745.5 miles).
3. ***Critical Urban Freight Corridors*** – An MPO identified network, in consultation with a state, in areas of 50,000 population or higher meeting certain requirements. Maximum of 75 miles or 10% of a state's PHFS miles (Texas mileage = 372.7 miles).
4. ***Interstates not already identified as part of the PHFS.*** (Texas mileage = 95.01 miles)

# 41K PRIMARY HIGHWAY FREIGHT SYSTEM

## Draft Comprehensive Primary Freight Network



# TEXAS NATIONAL HIGHWAY FREIGHT NETWORK



# TEXAS NATIONAL HIGHWAY FREIGHT NETWORK (WEST)

## National Highway Freight Network: Texas (West)





# TEXAS NATIONAL HIGHWAY FREIGHT NETWORK (EAST)

## National Highway Freight Network: Texas (East)



# DESIGNATING CRFC

- **CRITICAL RURAL FREIGHT CORRIDORS**

- Designated by the state
- Limited to 745.5 miles

- **Criteria:**

- Cannot be in an urbanized area
- (A) a rural principal arterial roadway with minimum of 25 percent of the AADT consisting of trucks;
- (B) provides access to energy exploration, development, installation, or production areas;
- (C) connects the PHFS or the Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year or 500,000 tons per year of bulk commodities;
- (D) provides access to a grain elevator or an agricultural, mining, forestry or intermodal facility;
- (E) connects to an international port of entry;
- (F) provides access to significant air, rail, water, or other freight facilities in the State; or
- (G) is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

# DESIGNATING CUFC

- **CRITICAL URBAN FREIGHT CORRIDORS**

- Designated by the state and MPOs

- ❖ Population over 500,000 = MPO in consultation with state

- ❖ Population under 500,000 = State in consultation with MPO

- Limited to 372.7 miles

- **Criteria:**

- Must be in an urbanized area

- (A) connects an intermodal facility to the PHFS, the Interstate System or an intermodal freight facility;

- (B) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

- (C) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

- (D) is important to the movement of freight within the region, as determined by the MPO or the State.

# FREIGHT PROGRAM FUNDING

- TWO POTS OF MONEY FOR FREIGHT PROJECTS

**FORMULA FUNDS = \$6.3 BILLION OVER FIVE YEARS**

**\$551 MILLION FOR TEXAS**

**DISCRETIONARY FUNDS = \$4.5 BILLION OVER FIVE YEARS**

➤ FY 2017 \$850 million

# TEXAS FREIGHT FORMULA FUNDING

FISCAL YEAR	FREIGHT APPORTIONMENT
2016	\$100,641,720
2017	\$102,692,370
2018	\$105,017,447
2019	\$118,144,628
2020	\$131,271,809
TOTAL	\$557,767,974

# USE OF FORMULA FUNDS

- LIMITATION ON STATES WITH HIGH PHFS MILEAGE
- PROJECT ELIGIBILITIES
  - MUST BE IDENTIFIED IN THE FREIGHT PLAN
  - MAX 10% CAN BE SPENT ON NON-HIGHWAY PROJECTS

Inside the fence port projects	Project development activities	Construction and reconstruction
Land acquisition	ITS freight projects	Environmental mitigation
Rail-highway grade separation	Geometric design improvements	Runaway and climbing truck lanes
Shoulder widening	Truck parking	Traffic signals
Work zone management	Ramp metering	Additional road capacity for hwy bottlenecks
Projects that improve the flow of freight to the NHFN	Diesel retrofits	Data collection and analysis

# USE OF DISCRETIONARY FUNDS--FASTLANE

- FASTLANE Grants

- Program funding for FY 2016 is \$759 million

- Awards announced July 6, 2016

- Competitive grant program

- Eligible projects:

1. *Highway projects on the National Highway Freight Network*

2. *Highway or bridge project on the National Highway System*

3. *Intermodal or freight rail projects*

4. *Rail-highway grade crossing or grade separation*

\*Non-highway projects are limited to \$500 million over 5 years

- **Project categories:**
  - Large projects (total project cost over \$100 million)
    - Minimum award of \$25 million
  - Small projects (total project cost under \$100 million)
    - Minimum award of \$5 million
  
- **Set asides:**
  - 10% for small projects
  - 25% for projects in rural areas
  
- \$500 million cap for non-highway projects like freight rail or inside the fence port projects



# TXDOT FASTLANE APPLICATIONS

## Houston Grand Parkway

### Segments H, I-1 & I-2

- Two-lane toll facility at Segments H & I-1 with intermittent four-lane sections for passing and a four-lane toll facility at Segment I-2
- Total project cost: \$1.227 billion
- FASTLANE request: \$45 million

## Laredo Bundle

### Interchange at I-35 & US-59/I-69

- US 59 mainline overpass at I-35 and a direct connector from WB US 59 to I-35 SB.
- Total project cost: \$58.6 million
- FASTLANE request: \$35.16 million

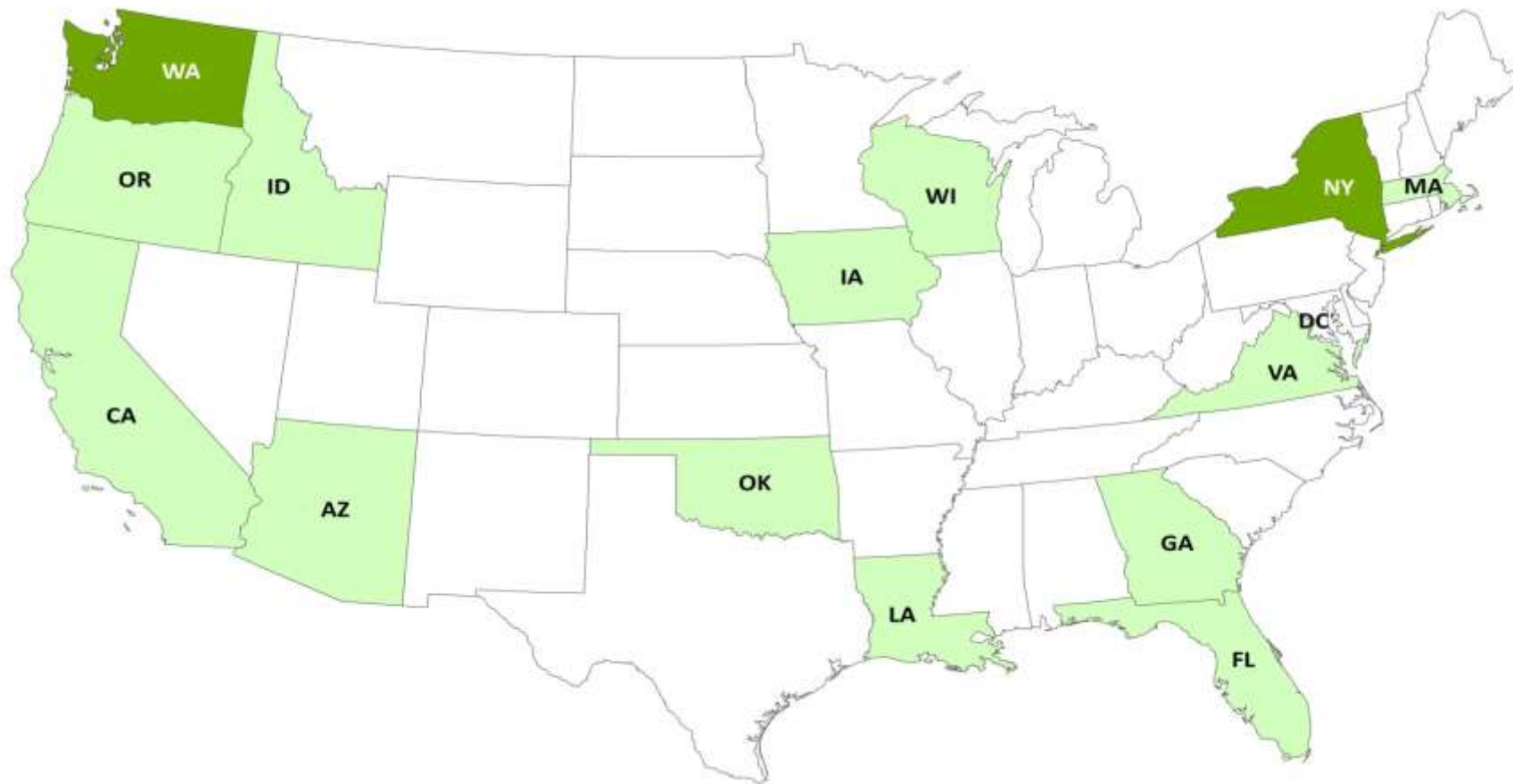
## Fort Worth I-35W

### North Tarrant Express Segment 3C

- Reconstruct two general purpose lanes in each direction, construct two managed toll lanes in each direction and continuous frontage roads for the entire 7.1 mile length extending from North Tarrant Parkway to Eagle Parkway
- Total project cost: \$611.52 million
- FASTLANE request: \$63 million

# FY 2016 FASTLANE AWARDS

- 18 AWARDS TO 16 STATES



# STATE FREIGHT ADVISORY COMMITTEE & FREIGHT PLAN

- States are encouraged to but not required to form a state freight advisory committee
- States must develop a state freight plan in order to use freight funding
  - Must be finalized by December 2017 and updated every 5 years
  - Must be fiscally constrained



# WHAT'S NEXT?

## USDOT

- ✓ Create the National Surface Transportation and Innovative Finance Bureau, which will administer FASTLANE
  - Renamed the Build America Bureau



## TXDOT/TXFAC

- Update the Texas Freight Mobility Plan
  - Designate the urban and rural connectors
  - Fiscally constrained
- Determine discretionary projects



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