Fixing America's Surface Transportation (FAST) Act

Key Highway Provisions



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

\$305 B (all modes) over FY2016-2020

Program	5-Year Funding (billions)	
Federal Highway Administration	\$ 226.3	
Federal Transit Administration	61.1	
Federal Motor Carrier Safety Administration	3.2	
Pipeline and Hazardous Materials Administration	0.4	
National Highway Traffic Safety Administration	4.7	
Federal Railroad Administration	10.3	
Total	305.0	

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

Growth Varies by Program

Program	Avg. Annual Funding (millions)	Change from FY 2015
National Highway Performance Program	\$ 23,280	+6.3%
Surface Transportation Block Grant Program	11,654	+15.6
Transportation Alternatives Set-aside	[760]	+3.3
Recreational Trails Program Set-aside	[84]	0.0
Surface Transportation Block Grant Program (net of TA & Rec Trails)	[10,809]	+7.3
Congestion Mitigation & Air Quality Improvement	2,405	+6.1
Highway Safety Improvement Program	2,317	+5.7
Railway-Highway Crossings Program	235	+6.8
Metropolitan Planning	343	+9.5
National Highway Freight Program	1,249	NEW +100.0

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 ≤10% for rail/port/intermodal projects
- States required to have freight plans to obligate NHFP \$
 (beginning FY 2018)
- 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 (≤\$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

Other Freight Provisions

- Freight policy goals and multi-modal national freight strategic plan
- State freight plans (required) & advisory committees (encouraged)
- National <u>multimodal</u> freight network
- National <u>Highway</u> 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)



Metro Memphis GDP

\$70 BILLION



Who are we today?



Transportation, Distribution & Logistics



Healthcare & Specialized Medicine



Manufacturing









Prepared in Partnership with The Brookings Institution Metropolitan Policy Program

Financial Support Provided by EDGE, the Economic Development Growth Engine for Memphis & Shelby County

What do we want to be?

A global leader in the development, production and distribution of high-value goods and services and a model of broad-based cooperation and inclusive growth.



Metro Memphis will solidify its position as the preeminent center for multi-modal movement of goods, specializing in solutions for high-value, just-in-time products.



Metro Memphis will be an established hub for innovation, production, and exports in targeted sectors including notably strong areas such as medical devices and diagnostic services.



Metro Memphis will create opportunity by raising skills and improving access to jobs, benefiting both businesses and residents throughout the region.



Metro Memphis will become a model for regional collaboration, building ongoing capacity for leaders to assess the region's standing in the global marketplace and shape ongoing strategy-development and implementation.

How do we get there?

- STRATEGY 1: Secure the Global Logistics Brand
- STRATEGY 2: Diversify the Economy Beyond Logistics
- STRATEGY 3: Focus on Exports and International Trade
- STRATEGY 4: Build a Next Economy Workforce
- STRATEGY 5: Organize for Innovation and Entrepreneurial Growth
- STRATEGY 6: Create New Approaches to Development Designed for the New Economy
- STRATEGY 7: Develop New Capacity and Governance for Regional Development







Helping Metro Memphis manufacturers begin and expand the export of their goods to additional markets.





BIOLOGISTICS

Building the regional biosciences cluster by leveraging logistical advantages and R&D activities.















Keeping Counties Moving: Technological Innovations in Transportation

May 18^{TH} 2:00-3:15 P.M. (EST)

http://www.naco.org/events/keeping-counties-moving-technological-innovations-transportation