

FAST Act Freight Provisions

State Freight Planning/Freight Advisory Committees

The FAST Act requires states to produce freight plans. Among other elements, plans must include freight performance measures, a list of freight bottlenecks, and a fiscally constrained investment plan. Freight plans must be updated every five years. Investment plans may be updated more frequently. State freight advisory committees are not required; however, if a state chooses to form a freight advisory committee, it must be consulted in the development of the freight plan.

National Highway Freight Program

This newly created program apportions annual funding to state DOTs specifically for freight projects. Both construction and development projects are eligible. Funds may be used only on projects located on the National Highway Freight Network, which is primarily made up of the Interstate System. States will have an opportunity to add to this network by designating a limited number of miles of Critical Rural Freight Corridors and Critical Urban Freight Corridors. States have a two year grace period to begin obligating NHFP funding, but state freight plans will be required by December 4, 2017 in order to retain the authority to obligate NHFP funds.

FASTLANE Grant Program

The FAST Act created the Nationally Significant Freight and Highway Projects program, which US DOT dubbed the FASTLANE grant program. The bulk of the program is designed to fund freight related projects over \$100 million in total cost. Each year, ten percent of FASTLANE funds are reserved for projects smaller than \$100 million and 25 percent of funds are reserved for projects in rural areas. Roughly eleven percent of funds over the five year life of the program are reserved for multimodal projects. FASTLANE is funded with contract authority, so the \$4.5 billion in total FAST Act funding for the program essentially guaranteed.

National Multimodal Freight Policy and Plan

A new national multimodal freight policy was established by the FAST Act to improve the condition and performance of the newly created National Multimodal Freight Network. In order to implement this policy, US DOT is directed to develop a National Freight Strategic Plan by December 2017. This plan will be developed in consultation with state DOTs, MPOs, and other public and private transportation stakeholders. US DOT must update the plan every five years. The plan is required to include a number of assessments, measures, and other elements related to the National Multimodal Freight Network.

National Multimodal Freight Network

The FAST Act directed US DOT to establish an interim National Multimodal Freight Network. This interim network comprises the National Highway Freight Network, Class I railroads, large public ports, inland and intercoastal waterways, the Great Lakes and St. Lawrence Seaway, the 50 largest airports, and other strategic freight assets. US DOT is directed to consult with freight stakeholders, including state DOTs, to develop the final National Multimodal Freight Network by December of 2016. States may propose additional designations to the network after considering nominations from MPOs, freight advisory committees, ports, airports, and rail and pipeline operators. US DOT must redesignate the network at least every five years.

See the following pages for maps of the National Highway Freight Network in California, Oregon and Washington.

National Highway Freight Network: Washington



LEGEND

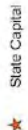
NHFN Features

Primary Highway Freight System (PHFS)

Remainder of the Interstate System
(not part of PHFS)



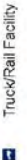
Cities



Airport



Truck/Pipeline Terminal



Water

Census Urbanized Areas



0 20 40 Miles

0 40 80 Kilometers

U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

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