

FAST ACT Programmatic Apportionment Distribution Proposal

The Apportionments contained in this spreadsheet are POST-Takedown

(\$ millions)	California	State	Local
NHFP	104	TBD	TBD
Freight Program - To be discussed			
NHPP	1,810		
Caltrans		1,596	
Safety Projects at OTS - Sec 164 penalty (not formula funds)	72	72	
Local HBP Program			214
NET after Swaps		1,668	214
STP (STBGP)	875		
Caltrans		354	
Off-System Bridges			75
RTPA Distribution			446
Swap for HSIP		(21)	21
NET after Swaps		333	542
TAP (STBGP Set-Aside)	75		
TAP			69
Recreational Trails			6
NET after Swaps			75
CMAQ	453		
CMAQ			453
HSIP	183		
Natural Split		91	91
HSIP use for ATP (Use of HSIP for ATP projects, see note below)		(21)	21
SWAP for STP		21	(21)
NET after Swaps		91	91
RxR Crossings	24		
RxR Crossings		12	12
SP&R	73		
State Planning & Research		63	10
MP	50		
Metropolitan Planning			50
Total:	3,615	2,168	1,447

60.0%	40.0%
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NOTES:

NHPP	Local HBP held steady at post-takedown amount of \$214M Includes \$72 million Section 164 penalties under the auspices of the Office of Traffic Safety. These are not formula apportionments, but are included in the 60/40 split proposal.
NHFP	Freight program to be discussed.
STP	Caltrans STP amount determined by taking 49% of post-takedown amount, and then subtracting off-system bridges. Off-System bridges held steady at pre-takedown amount of \$75M Includes swap of \$21M HSIP for local STP projects.
TAP	TAP/ATP and Recreational Trails split 60/40 consistent with statewide competitive ATP program managed by CTC (60%) and regional competitive ATP program managed by large MPOs (40%)
CMAQ	For CMAQ and local STP the Caltrans Local Assistance oversight is included within the local amount and deducted later
HSIP	HSIP split 50-50 in accordance with state statute. HSIP to provide the additional \$21M of non-TAP federal funding for the ATP, effectively increasing local share of HSIP to \$112M. The state would then swap \$21M of HSIP for an additional \$21M STP to locals. This brings HSIP back to a 50/50 split, with \$21M of the local HSIP dedicated to the ATP, leaving \$70M for traditional HSIP projects. The HSIP funding for ATP may be exchanged for STP at the federal level, to allow for ease of implementation, while maintaining a focus on safety for alternative transportation.
RxR	RxR Crossing split 50-50
SPR	Added SPR distribution, which came "off-the-top" of Core Programs in the original proposal.