

# FAST ACT Programmatic Apportionment Distribution Proposal

The Apportionments contained in this spreadsheet are POST-Takedown

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

60.0%	40.0%
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**NOTES:**

<b>NHPP</b>	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.
<b>NHFP</b>	Freight program to be discussed.
<b>STP</b>	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.
<b>TAP</b>	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%)
<b>CMAQ</b>	For CMAQ and local STP the Caltrans Local Assistance oversight is included within the local amount and deducted later
<b>HSIP</b>	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.
<b>RxR</b>	RxR Crossing split 50-50
<b>SPR</b>	Added SPR distribution, which came "off-the-top" of Core Programs in the original proposal.