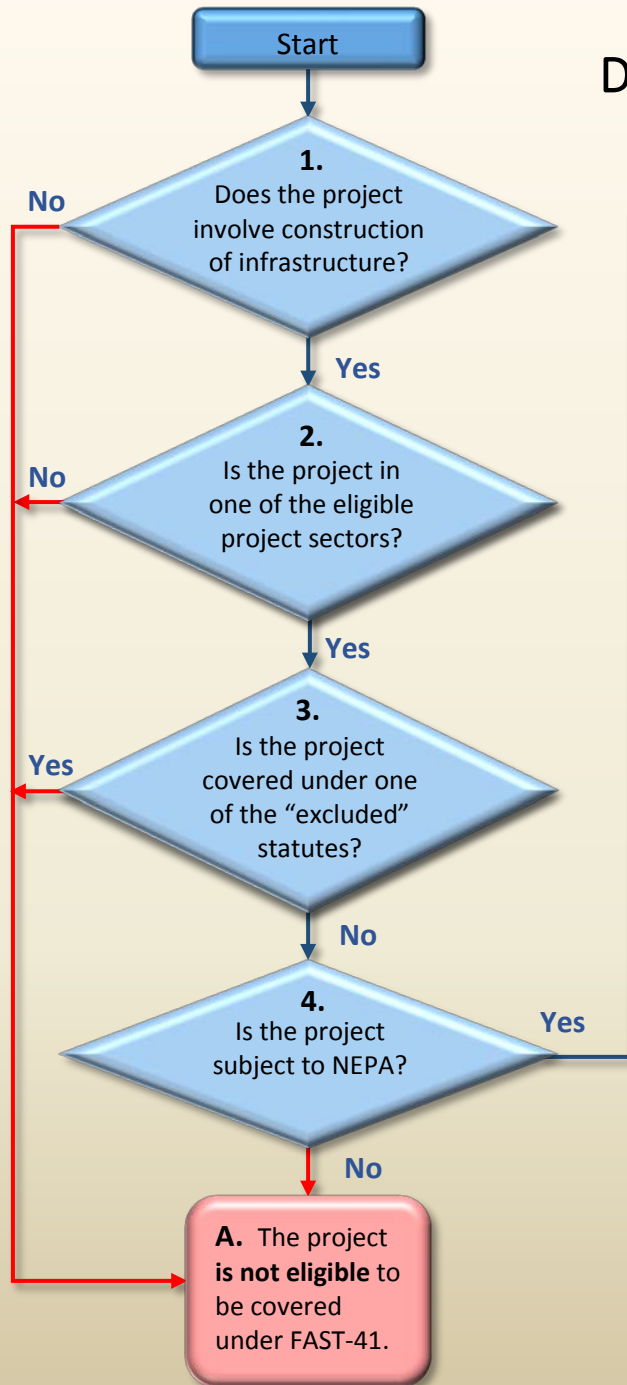
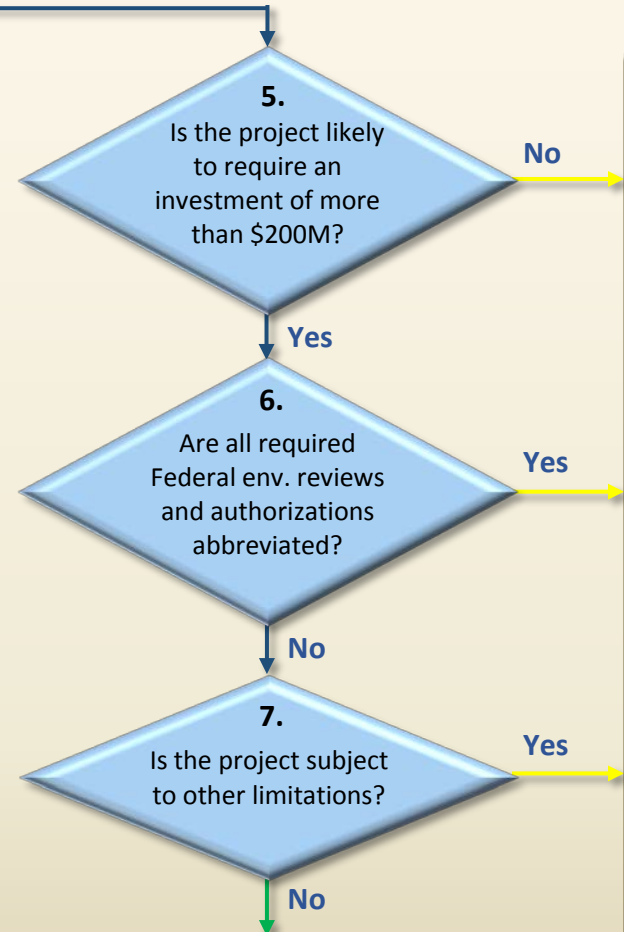


# Does My Project Qualify as a FAST-41 Covered Project?



**A. The project is not eligible to be covered under FAST-41.**



**B. The project is eligible to be covered by FAST-41 under the "objective standard." The project sponsor should submit a FAST-41 Initiation Notice to the Facilitating Agency and the FPISC Executive Director for determination.**

**C. The project may be eligible to be covered by FAST-41 under the "discretionary standard" if the Council determines that its size and complexity make it likely to benefit from enhanced oversight and coordination. The project sponsor may submit a FAST-41 Initiation Notice for determination. Factors that may be considered include:**

- Whether it requires an environmental impact statement under NEPA
- Whether it will likely require permitting or review by more than two Federal agencies
- Whether the enhanced oversight and coordination will benefit public health, safety, and the environment
- Whether greater oversight and coordination could bring about efficiencies in the review process
- The project sponsor's knowledge of FAST-41 requirements, ability to pay applicable fees, willingness to participate in good faith in the process
- The project schedule

Box 2: FAST-41 Eligible Sectors:

- renewable and conventional energy production
- electricity transmission
- surface transportation
- aviation
- ports and waterways
- water resource projects
- broadband
- pipelines
- manufacturing

The Federal Permitting Improvement Steering Council may, at its discretion, add other sectors by a majority vote.

Box 3: Projects excluded from FAST-41:

- “any project subject to section 139 of title 23,” which is the environmental review process statute for the Federal Highway Administration, Federal Railroad Administration, and Federal Transit Administration.
- “any project subject to section 2348 of title 33,” which are water resources development projects carried out by the Secretary of the Army under § 2045 of WRDA 2007.
- “programs administered now and in the future by the Department of Transportation [DOT] or its operating administrations under title 23, 46, or 49, United States Code, including direct loan and loan guarantee programs, or other Federal statutes or programs or projects administered by an agency pursuant to their authority under title 49 United States Code.” This exclusion captures DOT highway, rail, transit, aviation, port and multimodal projects, and projects funded under DOT’s TIGER and FASTLANE discretionary grant programs.