

Fixing America's Surface Transportation - (FAST Act)

Iowa Freight Advisory Council
March 4, 2016

Recap of Executive Summary

- Fixing America's Surface Transportation (FAST) Act
- Five years (FFY 2016-2020)
- A Multi-modal authorization
- Combination of User Fees and General Funds
- Continued a focus on freight transportation
- Two new programs specifically for freight
- Some minor adjustments to others

Highway Program Funding

Apportionments to Iowa (\$ millions)	MAP-21 2015	FAST Act 2016
National Highway Performance Program	281.4	278.6
Surface Transportation Block Grant	129.4	132.4
Transportation Alternatives Set-aside	9.0	9.2
Federal Recreational Trails Set-aside	1.4	1.4
Highway Safety Improvement Program	25.9	23.4
Rail-Highway Crossings	5.2	8.3
Congestion Mitigation Air Quality	10.8	11.0
Statewide Planning and Research	9.3	9.8
Metropolitan Planning	1.9	2.0
National Highway Freight Program	--	14.0
Total	474.3	498.5

New Freight Programs

National Highway Freight Program

- Formula-based program
- Authorized \$6.2 billion over five years
- Iowa's share is 1.26 percent

Nationally Significant Freight and Highway Projects Program

- Competitive grants awarded by U.S. DOT
- Authorized \$4.5 billion over five years

Guidance from U.S. DOT ???

National Highway Freight Program

Apportioned funds

- Iowa: 1.26 percent
 - FY 2016: \$14.4 million
 - FY 2017: \$13.7 million
 - FY 2018: \$15.0 million
 - FY 2019: \$16.9 million
 - FY 2020: \$18.7 million

Funds are for infrastructure and operational improvements that facilitate freight movement on ---

- the National Highway Freight Network
 - Primary highway freight network – 550 miles in Iowa
 - Critical rural freight corridors -- can add up to 150 miles in Iowa
 - Critical urban freight corridors – can add up to 75 miles in Iowa
 - Remaining portions of the Interstate System

National Highway Freight Program

Allows a wide range of eligible projects (23 items) including:

- Planning, development and other preconstruction activities
 - Construction, reconstruction, rehabilitation and operational improvements directly related to system performance
 - ITS and use of other technology to improve flow of freight and truck freight efficiencies
 - Environmental mitigation
 - Truck only lanes, climbing and runaway truck lanes
 - Adding capacity to address bottlenecks
-
- And any other surface transportation project to improve the flow of freight into and out of freight rail or water facilities.

National Highway Freight Program

A State may obligate no more than 10 percent of annual apportionment for freight intermodal or freight rail projects –

- Within the boundaries of public or private freight rail or water facilities (including ports); and
- That provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

Effective in two years, a State may not obligate funds apportioned for the NHFP unless the State has developed a State Freight Plan

Nationally Significant Freight and Highway Program

Competitive Program

- Projects on the National Highway Freight Network; or highway or bridge project on the National Highway System.
- Targeted toward projects larger than \$100 million and individual grants of at least \$25 million.
- 10 percent for smaller projects and \$5 million grants
- 25 percent reserved for rural projects
- Federal share may not exceed 60 percent
- Grant awards subject to Congressional review

Drivers, Vehicles and Commercial Motor Carriers

To achieve the goal of improving safety, many sections related to Drivers, Vehicles, Commercial Drivers and Motor Carrier operations were revised. For example:

- Teen driver safety and training was expanded to include increased awareness of commercial motor carrier traffic
- Adjustments to the CDL program to assist veterans
- Distracted driving awareness and “share the road” training
- Public awareness of the dangers of drug-impaired driving and a study on marijuana-impaired driving
- A regular review of Federal Motor Carrier Safety Administration’s regulations every five years
- Study use of technology to improve safety and transportation efficiency including autonomous/connected vehicles

Planning

- Retains planning structure and performance-based planning requirements from MAP-21
- Adds new planning factors
 - Resilience and reliability
 - Travel and tourism
- Adds public ports, freight shippers, and intermodal facilities supporting intercity buses as part of planning process
- Additional state long-range plan requirements
 - State's performance measures and system performance report

Rail

- Includes authorizations for rail programs for the first time.
- Increases funding for highway-rail grade crossings
 - (FFY 16 appropriations went beyond FAST Act and provided an additional \$2.1 million for Iowa).
- Includes rail as part of a National Multimodal Freight Network and eligible for freight funding.
- One freight and two passenger rail programs authorized but not funded in FFY 2016
 - Freight program is competitive – total of \$1.1 billion over 5 years
 - Watch for opportunities in future years

Transportation Commission Decisions

- New reauthorization provides the opportunity for the Commission to review decisions on the administration of programs and funding
 - Distribution of Surface Transportation Block Grant Program funding
 - Use of Congestion Mitigation and Air Quality program funding
 - Use of Surface Transportation Block Grant Program Set-aside funding (formerly Transportation Alternatives Program)
 - Federal Recreational Trail Program funding
 - Use of additional FFY 2016 highway-railway grade crossing program funding
 - Use of National Highway Freight Program formula funding
 - Use of Discretionary Freight Program

Next Steps

- Iowa DOT will continue to review the legislation and implementation guidance from US DOT and identify potential impacts
- Iowa DOT will meet with stakeholders to gather input
- Input on the implementation of new programs and changes to existing programs, if any, will be presented to the Transportation Commission for their consideration

Questions - Discussion - Suggestions?



Eligible Projects under the National Highway Freight Program

1. Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
2. Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
3. Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
4. Efforts to reduce the environmental impacts of freight movement.
5. Environmental and community mitigation for freight movement.
6. Railway-highway grade separation.
7. Geometric improvements to interchanges and ramps.
8. Truck-only lanes.

Eligible Projects under the National Highway Freight Program

9. Climbing and runaway truck lanes.
10. Adding or widening of shoulders.
11. Truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. [137](#) note).
12. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
13. Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
14. Traffic signal optimization, including synchronized and adaptive signals.
15. Work zone management and information systems.
16. Highway ramp metering.

Eligible Projects under the National Highway Freight Program

17. Electronic cargo and border security technologies that improve truck freight movement.
18. Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
19. Additional road capacity to address highway freight bottlenecks.
20. Physical separation of passenger vehicles from commercial motor freight.
21. Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
22. A highway or bridge project, other than a project described in clauses (i) through (xxi), to improve the flow of freight on the National Highway Freight Network.
23. Any other surface transportation project to improve the flow of freight into and out of a facility described in subparagraph (B). [..... within the boundaries of public or private freight rail or water facilities (including ports)]