

Fixing America's Surface Transportation (FAST) Act Freight Funding Update

Iowa Freight Advisory Council
September 9, 2016

Executive Summary

- Fixing America's Surface Transportation (FAST) Act
- Signed into law Dec 4, 2015
- Five years (FFY 2016-2020)
- \$305 billion total
- \$228.8 billion for highway and highway safety
- A few new programs added
- Some minor adjustments to others
- Streamlining and flexibility efforts continued

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

Commission Decisions

- Use of additional FFY 2016 highway-railway grade crossing program funding
- **Use of freight funding**
- Use of Highway Safety Improvement Program funding
- Distribution of Surface Transportation Block Grant Program funding
- Use of Surface Transportation Block Grant Program Set-aside funding (formerly Transportation Alternatives Program)
- Use of Congestion Mitigation and Air Quality program funding

Process

- Stakeholder input
- Commission discussion
- August: DOT Recommendations to Commission
- September: Commission Action

Commission Decisions - Use of freight funding

- New 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 ---
 - any component of 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

Commission Decisions - Use of freight funding

- 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

Commission Decisions - Use of freight funding

- **Input:**

- Most of the input received supported setting aside 10 percent for freight intermodal or freight rail projects.
- Two counties were against utilizing the flexibility and recommended all of the funding go towards road projects.

- **Recommendation:**

- Allocate 10 percent of annual apportionment for freight intermodal or freight rail projects.
- Commission award through an annual application process similar to the LIFTS Program

Next Steps

- Assumes Commission adoption of DOT recommendations.
- DOT develops recommendations for program implementation
 - Modeled after the Linking Iowa's Freight Transportation System (LIFTS) Program
 - Annual applications - First round of applications likely in the Spring for two or three years of funding.
 - Utilize input from March 4 FAC meeting
 - Project evaluation criteria (e.g. add innovation, more emphasis on freight transportation benefits)
 - Consider including stakeholder evaluation/comments