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

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