The Big Picture, The FAST Act, Critical Rural Freight Corridors, The Ports-to-Plains Alliance Corridor, And The 2016 Elections

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THE BIG PICTURE: We Know What Needs To Be Done
Facts Are Stubborn Things

- At a crossroads
  - $89 billion annually
  - Substantially underinvesting

- Increased investment
  - $225 billion annually needed
    - 1/2 for state of good repair
    - 1/2 for new capacity
  - Retain user fee mechanism
  - Reform
THE FAST ACT

Fixing America’s Surface Transportation Act (FAST Act)
FAST Act

- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes $305 B (all modes) over FY 2016-2020
- $70 B in general fund transfers to keep the Highway Trust Fund solvent; fully “paid for” (offset) by unrelated savings
Maintains Basic Federal-Aid Structure

4,000,000 miles of roads in United States

Non-Federal Aid Eligible 75%

NHS 5%

Remaining Federal Aid Eligible 20%

85% VMT
(55% VMT on NHS)
Ports-to-Plains Alliance Corridor
92% of Highway Funds Are Apportioned

Surface Transportation Block Grant (STBG) Program

CMAQ

HSIP

Rec Trails

Grade Crossings

Transportation Alternatives

Metro Planning

National Highway Freight Program

National Highway Performance Program

$207.4 B
over 5 years
Freight

TRUCKING
Moves America Forward
New National Highway Freight Network

- Created National Highway Freight Network (FHWA has lead)
  - Primary Highway Freight System
  - Parts of Interstate not on PHFS
  - Critical Rural Freight Corridors identified by States
    - 20% of PHFS or 150 miles whichever is greater
  - Clinical Urban Freight Corridors
- New Formula Grant Program--$1.2 B / year (average), apportioned to States
- New Discretionary Grant Program (FASTLANE Grants)
  - Nationally Significant Freight & Highway Projects
New National Multimodal Freight Network

- Created new National Multimodal Freight Network (USDOT-led)
  - December 4, 2016
  - All modes
  - US DOT Discretion
  - Critical Rural Freight Facilities and Corridors (proposed by States)
    - Up to 20% of total mileage recommended by US DOT
  - Considerable uncertainty

- No new funding stream at this time

- Purpose:
  - To assist states in directing resources
  - To inform freight transportation planning
  - To assist in prioritization of Federal investment
2016 Elections