P.L. 114-94
Fixing America’s Surface Transportation (FAST) Act
Key Freight Provisions

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National Highway Freight Program | NEW

- $1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but ≤10% for rail/port/intermodal projects
- State freight plan required for formula $ (beginning FY 2018)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects
National Highway Freight Network

• National Highway Freight Network, to include:
  • Primary Highway Freight System (PHFS); initially 41,518 miles
  • Critical rural freight corridors identified by States
  • Critical urban freight corridors with State-MPO consultation
  • Portions of Interstate System not included in the PHFS

• Primary Highway Freight System re-designated every 5 years
  • Allows for up to 3 percent growth
Old “comprehensive” primary freight network (41,518 miles):
Natl. Significant Freight & Hwy. Projects | NEW

• $900 M/year (average) for competitive grants or TIFIA loans for projects >$100 M (reduced for States w/ small programs)

• Eligible activities:
  • Highway freight projects on National Highway Freight Network
  • NHS highway/bridge projects, projects in National Scenic Areas
  • Freight rail/intermodal/port projects (≤$500 M over 5-year period)
  • Rail-highway grade crossing or grade separation projects

• States, large MPOs, Tribes, localities, and FLMAs may apply

• Secretary selects projects; Congress has 60 days to disapprove

• Set-asides for rural areas and projects below cost threshold
Other Freight Provisions

- National Multimodal Freight Policy Goals
- Multimodal National Freight Strategic Plan
- National Multimodal Freight Network
- State Freight Plans (required) & Advisory Committees (encouraged)
TIGER

- Merit-based discretionary grants
- Unique opportunity for investment in roads, rail, ports, transit, and multimodal projects
- Seven rounds since 2009 totaling nearly $4.7 billion
- Grants awarded to 381 projects in all 50 states, the District of Columbia, and Puerto Rico
- TIGER 2016--$500 million available
## TIGER and Rail Projects Funded

<table>
<thead>
<tr>
<th></th>
<th>Total Offering</th>
<th>All Rail Dollars</th>
<th>Freight Rail</th>
<th>Short Lines</th>
<th>% Rail</th>
<th>% to Short Lines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tiger I</td>
<td>$1.50b</td>
<td>$639,331,028</td>
<td>$394,351,028</td>
<td>$17,551,028</td>
<td>43%</td>
<td>1%</td>
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<tr>
<td>Tiger II</td>
<td>$600m</td>
<td>$197,140,775</td>
<td>$171,170,675</td>
<td>$107,040,675</td>
<td>33%</td>
<td>18%</td>
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<tr>
<td>Tiger III</td>
<td>$527m</td>
<td>$165,680,051</td>
<td>$144,120,051</td>
<td>$43,382,895</td>
<td>31%</td>
<td>8%</td>
</tr>
<tr>
<td>Tiger IV</td>
<td>$500m</td>
<td>$239,140,848</td>
<td>$113,219,490</td>
<td>$65,779,490</td>
<td>48%</td>
<td>13%</td>
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<tr>
<td>Tiger V</td>
<td>$474m</td>
<td>$181,747,615</td>
<td>$134,156,437</td>
<td>$60,123,401</td>
<td>38%</td>
<td>13%</td>
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<tr>
<td>Tiger VI</td>
<td>$600m</td>
<td>$94,139,615</td>
<td>$58,339,615</td>
<td>$51,669,652</td>
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<td>9%</td>
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<tr>
<td>Tiger VII</td>
<td>$500m</td>
<td>$173,510,143</td>
<td>$123,510,143</td>
<td>$30,000,000</td>
<td>36%</td>
<td>8%</td>
</tr>
</tbody>
</table>
TIGER Recap

- Of the $4.7b, approximately 36% or nearly $1.7b have gone to rail projects;
  - 24% ($1.14b) to freight rail;
  - 8% ($376m) to short lines;
  - 3% ($164m) to grade crossings;
  - 12% ($553m) to passenger rail.

- Short lines received nearly $376 million, principally for capacity enhancements, track improvements, and bridge repairs.

- TIGER grants also leverage other funding sources to maximize the available dollars going to these infrastructure investments.

- For short lines, considering a match in the range of 25 percent to 30 percent on a project demonstrates that as much as $469 million to $488 million of infrastructure investment may have gone to these projects.