

Fixing America's Surface Transportation - (FAST Act) Overview

Results of March 9, 2016 Stakeholder Input
Workshop

FY2015 Federal Highway Funds Apportioned to Iowa			
	Total	State Primary	Local System
National Highway Performance Program (NHPP)	\$280,757,033	\$280,757,033	--
Surface Transportation Program (STP)	\$129,420,814	\$5,176,833	\$124,243,981
50% Required Distribution by Population	\$64,710,407	--	\$64,710,407
Local Bridge Program (City, County, & Off-System)	\$44,054,845	--	\$44,054,845
Additional Local STP	\$15,478,729	--	\$15,478,729
DOT Allocation	\$5,176,833	\$5,176,833	--
Highway Safety Improvement Program (HSIP)	\$25,914,771	\$23,914,771	\$2,000,000
Highway Safety Improvement Program - Secondary	\$2,000,000	--	\$2,000,000
DOT Allocation	\$23,914,771	\$23,914,771	--
Railway-Highway Crossings Program	\$5,225,024	\$1,306,811	\$3,918,213
50% Protective Device Set-aside (min.)	\$2,612,512	\$653,405	\$1,959,107
50% Hazard Elimination Set-aside (max.)	\$2,612,512	\$653,405	\$1,959,107
Congestion Mitigation & Air Quality Program (CMAQ)	\$10,809,101	\$4,809,101	\$6,000,000
Bus Replacement Program	\$3,000,000	--	\$3,000,000
Iowa's Clean Air Attainment Program (ICAAP)	\$4,000,000	\$1,000,000	\$3,000,000
Iowa DOT CMAQ Activities	\$3,809,101	\$3,809,101	--
Transportation Alternatives Program (TAP)	\$9,008,229	\$1,000,000	\$8,008,229
50% Distributed by Population	\$4,504,115	--	\$4,504,115
TAP Flex	\$3,504,115	--	\$3,504,115
Statewide TAP	\$1,000,000	\$1,000,000	--
State Planning & Research Program (SPR)	\$9,343,958	\$8,876,501	\$467,457
Recreational Trails Program Set-aside (RTP)	\$1,361,069	--	\$1,361,069
Metropolitan Planning Program (PL)	\$1,879,937	--	\$1,879,937
Redistribution of Certain Authorized Funds	\$1,552,335	\$124,187	\$1,428,148
Redistribution of Transportation Infrastructure Finance and Innovation Act (TIFIA) Funds	\$8,024,000	\$8,024,000	--
Total FY2015 Apportionment:	\$483,296,270	\$333,989,236	\$149,307,034
State & Local Split		69.11%	30.89%

Estimated FY2016 Federal Highway Funds Apportioned to Iowa

	Total	State Primary	Local System
National Highway Performance Program (NHPP)	\$286,455,583	\$286,455,583	--
Surface Transportation Block Grant Program (STBG)	\$132,399,327	\$5,190,054	\$127,209,273
51% Required Distribution by Population	\$67,523,657	--	\$67,523,657
Local Bridge Program (City, County, & Off-System)	\$44,167,356	--	\$44,167,356
Additional Local STP	\$15,518,260	--	\$15,518,260
DOT Allocation	\$5,190,054	\$5,190,054	--
Highway Safety Improvement Program (HSIP)	\$23,361,212	\$21,361,212	\$2,000,000
Highway Safety Improvement Program - Secondary	\$2,000,000	--	\$2,000,000
DOT Allocation	\$21,361,212	\$21,361,212	--
Railway-Highway Crossings Program	\$8,301,084	\$0	\$8,301,084
50% Protective Device Set-aside (min.)	\$4,150,542	\$0	\$4,150,542
50% Hazard Elimination Set-aside (max.)	\$4,150,542	\$0	\$4,150,542
Congestion Mitigation & Air Quality Program (CMAQ)	\$11,026,407	\$5,026,407	\$6,000,000
Bus Replacement Program	\$3,000,000	--	\$3,000,000
Iowa's Clean Air Attainment Program (ICAAP)	\$4,000,000	\$1,000,000	\$3,000,000
Iowa DOT CMAQ Activities	\$4,026,407	\$4,026,407	--
Transportation Alternatives Program (TAP)	\$9,199,453	\$1,000,000	\$8,199,453
50% Distributed by Population	\$4,599,727	--	\$4,599,727
TAP Flex	\$3,599,727	--	\$3,599,727
Statewide TAP	\$1,000,000	\$1,000,000	--
State Planning & Research Program (SPR)	\$9,764,747	\$9,276,239	\$488,508
Recreational Trails Program Set-aside (RTP)	\$1,374,817	--	\$1,374,817
Metropolitan Planning Program (PL)	\$1,975,337	--	\$1,975,337
Redistribution of Certain Authorized Funds	\$1,485,237	\$118,819	\$1,366,418
National Freight Program	\$14,085,949	\$12,677,354	\$1,408,595
Total FY2016 Apportionment:	\$499,429,153	\$341,105,668	\$158,323,485
State & Local Split		68.30%	31.70%

Distribution of Federal Highway Funds Apportioned to Iowa

	2015	2016	2017	2018	2019	2020
Total Apportionment	\$483,296,270	\$499,429,153	\$509,723,559	\$520,719,844	\$532,451,914	\$545,181,994
State Primary Funds	\$333,989,236	\$341,105,668	\$351,038,848	\$358,751,349	\$367,556,867	\$376,725,270
State Primary Distribution	69.11%	68.30%	68.87%	68.90%	69.03%	69.10%
Local System Funds	\$149,307,034	\$158,323,485	\$158,684,711	\$161,968,495	\$164,895,047	\$168,456,724
Local System Distribution	30.89%	31.70%	31.13%	31.10%	30.97%	30.90%

FAST-ACT Apportionments and Current STBG Flex Distribution
Federal FY2015-FY2020 Apportionments to Iowa

		2015	2016 (51/49)	2017 (52/48)	2018 (53/47)	2019 (54/46)	2020 (55/45)	2016 to 2020 Average
STBG Formula Base Apportionment	1	135,113,554	145,891,426	149,306,359	152,473,448	155,201,278	158,597,539	152,294,010
Obligation Limited STBG Available for Distribution	2	121,858,756	125,421,883	128,592,150	131,352,383	133,884,775	137,037,707	131,257,780
STBG to Areas Based on Population	3	60,929,378	63,965,160	66,867,918	69,616,763	72,297,778	75,370,739	69,623,672
Total STBG Available to Any Area of State	4	62,391,010	62,863,688	63,131,197	63,142,585	62,993,961	63,073,933	63,041,073
STBG for Local Distribution	5	57,399,729	57,834,593	58,080,701	58,091,178	57,954,445	58,028,019	57,997,787
Flexible STBG Distribution - RPAs & MPOs	--	26.00%	26.00%	26.00%	26.00%	26.00%	26.00%	
Flexible STBG Distribution - Bridge	--	74.00%	74.00%	74.00%	74.00%	74.00%	74.00%	
Total Available to RPAs & MPOs	6	75,853,307	79,002,154	81,968,900	84,720,469	87,365,934	90,458,024	84,703,096
Total Bridge Allocation	7	42,475,800	42,797,599	42,979,719	42,987,472	42,886,289	42,940,734	42,918,362
Annual Growth in RPA/MPO Funding	--		4.15%	3.76%	3.36%	3.12%	3.54%	3.58%
Annual Growth in Bridge funding	--		0.76%	0.43%	0.02%	-0.24%	0.13%	0.22%

FAST-ACT Apportionments and Variable STBG Flex Distribution
Federal FY2015-FY2020 Apportionments to Iowa

		2015	2016 (51/49)	2017 (52/48)	2018 (53/47)	2019 (54/46)	2020 (55/45)	2016 to 2020 Average
STBG Formula Base Apportionment	1	135,113,554	145,891,426	149,306,359	152,473,448	155,201,278	158,597,539	152,294,010
Obligation Limited STBG Available for Distribution	2	121,858,756	125,421,883	128,592,150	131,352,383	133,884,775	137,037,707	131,257,780
STBG to Areas Based on Population	3	60,929,378	63,965,160	66,867,918	69,616,763	72,297,778	75,370,739	69,623,672
Total STBG Available to Any Area of State	4	62,391,010	62,863,688	63,131,197	63,142,585	62,993,961	63,073,933	63,041,073
STBG for Local Distribution	5	57,399,729	57,834,593	58,080,701	58,091,178	57,954,445	58,028,019	57,997,787
Flexible STBG Distribution - RPAs & MPOs	--	26.00%	24.40%	22.78%	21.09%	19.32%	17.48%	
Flexible STBG Distribution - Bridge	--	74.00%	75.60%	77.22%	78.91%	80.68%	82.52%	
Total Available to RPAs & MPOs	6	75,853,307	78,076,801	80,098,702	81,868,193	83,494,577	85,514,037	81,810,462
Total Bridge Allocation	7	42,475,800	43,722,952	44,849,917	45,839,749	46,757,646	47,884,721	45,810,997
Annual Growth in RPA/MPO Funding	--		2.93%	2.59%	2.21%	1.99%	2.42%	2.43%
Annual Growth in Bridge funding	--		2.94%	2.58%	2.21%	2.00%	2.41%	2.43%

Bridge Program History

- Pre-MAP-21
 - Highway Bridge Program (HBP) was a separate core Federal program
 - Eligibility criteria
 - Structurally Deficient (SD) or Functionally Obsolete (FO)
 - Sufficiency Rating (SR)
 - < 80 for rehabilitation
 - < 50 for replacement
 - ADT > 25 (Iowa requirement)
 - Funding split 3-ways between the DOT, cities, and counties

Bridge Program History

- MAP-21 Changes
 - HBP core program eliminated as part of program consolidation
 - Minimum set-aside from STP funds for off-system bridges required
 - 15% of a State's 2009 HBP allocation
 - For Iowa, about \$9 million
 - We chose to maintain a larger STP set-aside for all local agency bridges
 - Continued administering as a separate program, under the old name (HBP)

Bridge Program History

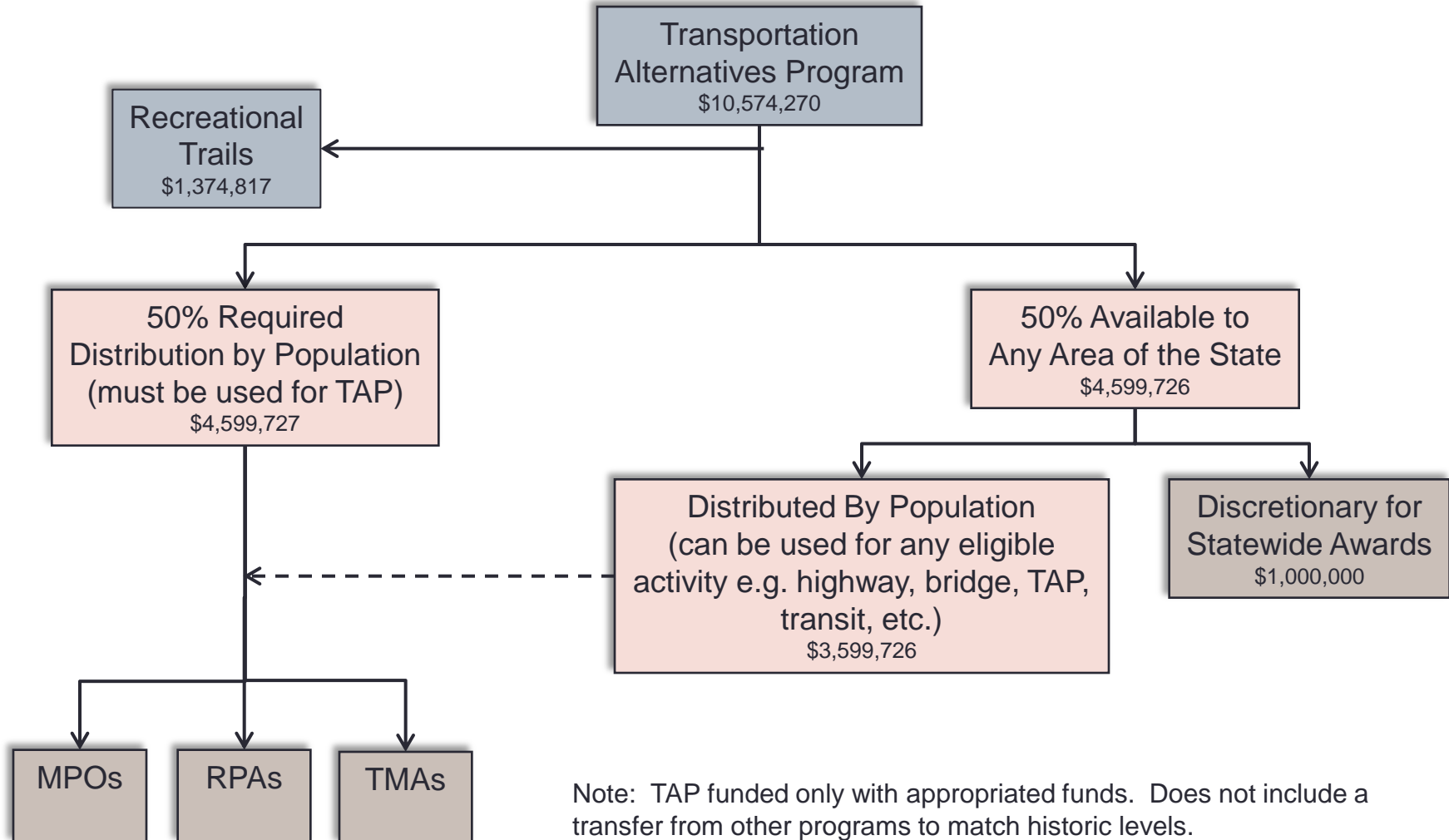
- Current HBP structure
 - Same eligibility as old HBP, except SR < 60 is eligible for replacement
 - All HBP funds are for locals
 - State bridges funded from other programs
 - Funds split between counties and cities based on square footage of eligible bridges
 - Exception: Neither counties nor cities may receive less than they did for FY 2013
 - Counties' "floor" = \$33,117,000
 - Cities' "floor" = \$9,033,066

STP Discussion Points

- Funding level for bridge set-aside relative to STP funds distributed by population
 - Hold STP harmless, increase bridge funding
 - Hold bridge harmless, increase the STP
 - Keep rate of increase the same for STP and bridge
- Revisit how the RPA targets are calculated?
 - 50%pop/50%FM

Transportation Alternatives Program

Status Quo



Note: TAP funded only with appropriated funds. Does not include a transfer from other programs to match historic levels.

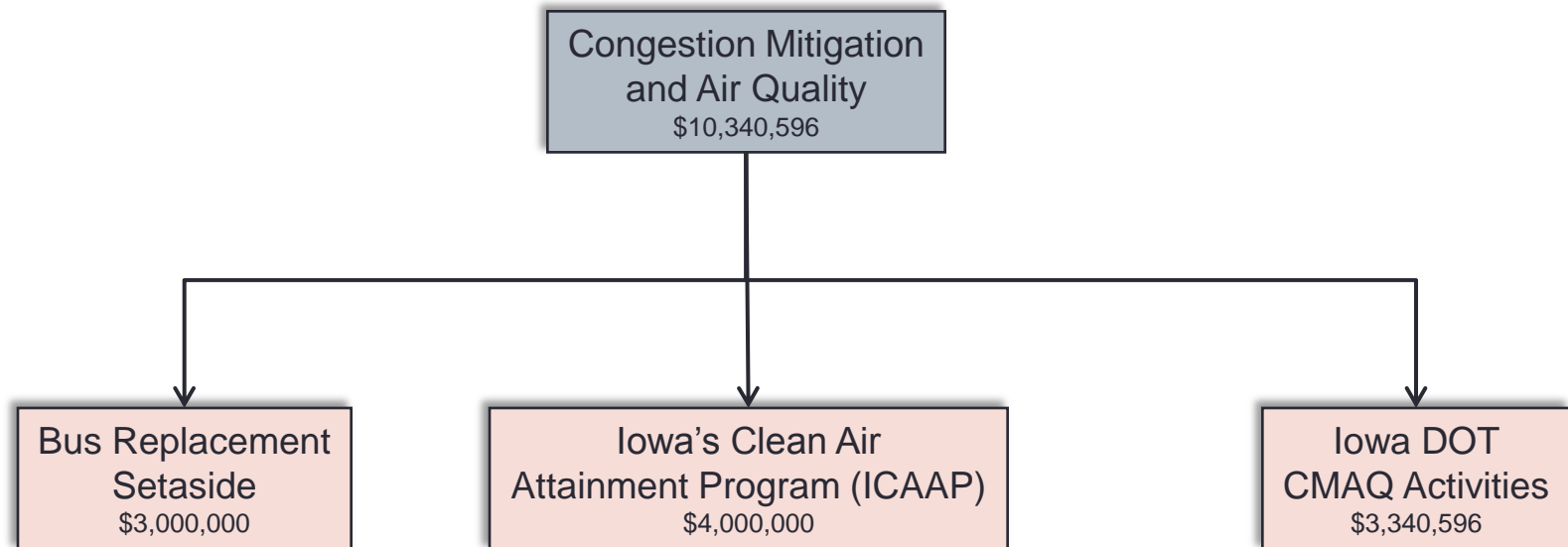
FY2012 Total = \$13,537,443

This scenario = \$5,599,727 assured plus additional TAP projects selected

TAP Discussion Items

- Annual reporting requirements – need for standard TMA/MPO/RPA application form? standard application selection deadline? standard awarded application submittal process?
- TMA flexibility (up to 50% of \$1,065,259)
- Add safety related non-profit project sponsors?
- Retain status quo TAP funding process?
 - Maintain \$1,000,000 for statewide awards by Trans. Commission
 - Maintain remainder of funding for TMAs, MPOs and RPAs
- Establish a set-aside for Safe Routes to School projects?
- Establish a set-aside for Byway projects and/or modify the matching fund incentive?

Congestion Mitigation & Air Quality Status Quo



CMAQ Discussion Items

- Retain \$4,000,000 for ICAAP projects?
- Retain \$3,000,000 for bus replacement?
- Maintain remainder of CMAQ funding for other Iowa DOT eligible activities?

High Risk Rural Roads Funding History

- Under SAFETEA-LU, the High Risk Rural Roads Program was a Federally-mandated set-aside
- MAP-21 eliminated HRRR
- HSIP-Secondary Program was a voluntary set-aside of the Highway Safety Improvement Program (HSIP) under MAP-21
- HSIP-Secondary was developed with:
 - Iowa County Engineers Association
 - Iowa LTAP

High Risk Rural Roads Program Information

- **Projects developed by County Engineers with Office of Traffic & Safety and Office of Local Systems**
- **Application- based process**
 - **Counties submit a Letter of Interest to participate**
 - **Applications accepted year-round**
- **Focus on strategies to reduce fatal/serious crashes**
- **Program about \$2.2M per year since FY 2013**
 - **\$2M from Federal HSIP funds**
 - **\$222K from State TSIP funds**

High Risk Rural Roads Project Examples

- **Lane Departure Countermeasures**
 - **Shoulder rumbles**
 - **Centerline rumbles**
 - **Guardrail**
- **Intersection Countermeasures**
 - **Destination lighting**
 - **Transverse rumbles**

Rail

- Includes authorizations for rail programs for the first time.
- Increases funding for highway-rail grade crossings (FFY 16 appropriations went beyond FAST Act – additional \$2.1 million for Iowa).
- Requires highway-rail grade crossing action plan update and progress report.
- Includes rail as part of a National Multimodal Freight Network and eligible for freight funding.
- Includes several provisions related to hazardous material safety.
- Several freight and passenger rail programs authorized but not funded in FFY 2016

Transit

- Programs remain basically unchanged
- Modest increase in funding for formula bus and bus facilities programs.
- Modest increase in other FTA programs
- Creates a national bus replacement discretionary program.
 - 10 percent must go to rural areas
 - Must consider age and condition of buses
 - Statewide applications are allowed.

Questions?

