

**Fixing America's Surface Transportation (FAST) Act Implementation Policies**  
**Iowa Transportation Commission Business Meeting**  
**September 13, 2016**

**Highway-Railway Grade Crossing Program funding**

- The fiscal year 2016 appropriation for the federal Highway-Railroad Crossing Safety Program resulted in an additional \$2.9 million that will be used for warning devices and grade crossing safety projects.

**Freight funding**

- Allocate the 10 percent maximum of Iowa's annual apportionment of National Highway Freight Program funding for freight intermodal or freight rail projects. This funding to be administered through an annual application process similar to the Linking Iowa's Freight Transportation System Program.

**Transportation Alternative Program (TAP)** (Note: This is now officially called Surface Transportation Block Grant (STBG) Program set-aside but for purposes of this document will continue to be referred to as TAP)

- The federal Recreational Trails Program set-aside will be utilized for annual applications administered by the Office of Systems Planning.
- TAP funding allocated by population will be utilized on TAP-eligible projects prioritized by metropolitan planning organizations (MPOs) and regional planning affiliations (RPAs). Population distributions will be used to ensure equity across the state.
- Of the TAP funding available for any area of the state, \$1 million will be retained for discretionary programming by the Iowa Transportation Commission for statewide projects. This funding is also available to provide up to 30 percent funding of MPO and RPA TAP supported (they provide 50 percent) Byways program and/or Safe Routes to School related projects.
- The remaining TAP funding available for any area of the state will be targeted to the MPOs and RPAs to program on eligible TAP, highway, bridge, and/or transit projects. This funding will be targeted based on each MPOs/RPAs share of total statewide population.

**Surface Transportation Block Grant (STBG) Program**

- The STBG Program funding available to any area of the state will be allocated as follows,
  - Eight percent for the department to, among other things, support local initiatives such as asset management implementation through collection of pavement condition data, administration of bridge inspection training and funding the Statewide Urban Design and Specifications program.
  - Ninety-two percent for MPOs, RPAs and city and county bridge programs.
- Unlike previous authorization bills, the FAST Act includes a gradual shift of STBG Program funding from the amount available to any area of the state to the amount allocated based on population. This results in different growth rates of funding allocated for RPAs/MPOs compared with the amount allocated for local bridges. Therefore, from the STBG Program allocation available to any area of the state, the amount allocated to RPAs/MPOs and the amount allocated for local bridges will vary by year to assure equal percent growth in overall allocations for the two categories. For federal fiscal year 2015, the distribution of the non-DOT allocation of STBG Program funding available to any area of the state is 74 percent for local bridges and 26 percent for RPAs/MPOs. Beginning in FFY 2016 and beyond, those percentage allocations will be modified to provide equal percent growth in overall funding to RPAs/MPOs and local bridges.
- STBG Program funds are allocated to three categories: 1) Transportation Management Areas (TMAs) – MPOs with more than 200,000 population; 2) MPOs with population less than 200,000; and 3) RPAs. Each category is allocated STBG Program funding based on each category's share of total statewide population.

- Within the RPA category of STBG program funding, 50 percent of STBG Program funds are allocated based on each RPA's share of total statewide RPA population and 50 percent based on each RPA's share of farm-to-market distribution factors.
- Within the TMA category, each TMA is allocated STBG Program funds based on their share of total statewide TMA population.
- Within the MPOs with less than 200,000 population category, each MPO is allocated STBG Program funds based on their share of total statewide non-TMA MPO population.

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

- Allocate \$3 million of CMAQ funding for transit bus replacement administered by the Iowa Department of Transportation's Office of Public Transit.
- Allocate \$4 million of CMAQ funding for Iowa's Clean Air Attainment Program to be administered by the Iowa DOT's Office of Systems Planning.
- Remaining CMAQ funds are allocated to the department for eligible CMAQ activities to be programmed by the Iowa Transportation Commission.

#### **Highway Safety Improvement Program**

- Allocate \$2 million per year for a Highway Safety Improvement Program – Secondary Program to be administered by the Iowa DOT's Office of Traffic and Safety.