Building Upon Freight in the FAST Act: What’s Next and When Can We Expect It?

2020 PNWA Mission to Washington
Existing Federal Resources for Freight

• INFRA (2015-2020, authorized)
  • Mega projects grant program for freight & highway projects. ~ $900 million annually, limited funding for non-highway projects.

• Freight Formula Program (2015-2020, authorized)
  • Distributed to state DOTs using existing formula allocations. ~ $1.25 billion annually, divided among states, limited funding for non-highway projects.

• BUILD/ TIGER (2009-2020, appropriated)
  • Competitive grant program for all mobility needs, including freight. $1 billion FY 2020.
How Do Federal Resources Stack Up Against Freight Needs?

INFRA
FY 17 & FY 18

$19 B

$11.8 in Requests for every $1 Available!
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CAGTC’s Reauthorization Priorities

- Increase INFRA Funding to Align with Need: Authorize $12 B Annually
- Remove caps on non-highway investment
- Create an office within OST dedicated to multimodal freight
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The FAST Act expires September 30 - less than two months before the 2020 elections.
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Congress - and the rest of the world - is grappling with a response to the coronavirus.

Economic impacts may place strain on infrastructure funding discussions.
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Needs Grow, Resources Decline

**HIGHWAY TRUST FUND RUNS DEFICITS**

*IN BILLIONS OF DOLLARS*

- OUTLAYS
- DEFICITS
- REVENUES

Sources: CBO, Federal Highway Administration

heritage.org
How do we avoid the 2021 cliff?

- Devolution
- Align spending and receipts
- Continue HTF Bailouts
- Find Additional Resources
  - Increase gas tax
  - Vehicle Miles Traveled (VMT)
  - Waybill Fee
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