

Financing Infrastructure for Rural Freight Needs

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Public Funding Options

- Federal
 - USDOT,
 - US Army Corps of Engineers,
 - Department of Agriculture,
 - Department of Commerce
- State and Local funding
 - State DOT (rail & Highway)
 - Ports
 - Aviation
 - Cities
 - Etc.

Private Sector Funding

- Railroads
- Airport Authorities
- Port owners
 - Long Beach/Los Angeles, Pittsburgh etc.
- Economic Development Corporations
- Industry
- Banks/Finance Houses

Federal Funding

- ACOE
 - Locks & Dams & Dredging- Inland waterways,
 - Ports – Dredging - Harbor Maintenance Trust Fund
- Dept. of Comm. - Economic Development Administration
 - Spur economic development in depressed industrial areas – Designated EDA Areas

Federal Funding Cont.

- USDA
 - Grants, Loans, and Loan Guarantees
 - Populations of 20,000 or less
 - Construction of Community facilities – buildings, airports, roads etc.

Federal Railroad Administration

- Railroad Rehabilitation and Improvement Financing Program (RRIF)
 - Class I and Shortlines
- Local Rail Freight Assistance Program
 - Federal grants to states
 - Track rehabilitation etc.

Federal Aviation Administration

- US Airport and Airway Improvement Program
 - Airports in National Plan only –
 - 100 million lbs of cargo & > then 10,000 passengers
 - For planning & development
 - From passenger revenues

FHWA Programs

- SPR & PL funds (State & MPO)
 - LRP's, TIP & STIP,
 - Studies,
 - Data collection
- Surface Transportation Program (STP)
 - Grade Crossings/separations
 - Rail capacity improvements that affect highways e.g.:
Double stack

FHWA Programs Cont.

- National Highway System (NHS)
 - Intermodal Connectors
 - Locally owned
 - Less than a mile sometimes
- Transportation, Community & System Preservation Program (TCSP)
 - Highway and transit system planning
 - States, local governments, and MPO's

FHWA Programs Cont.

- Borders and Corridors Program
 - Tea-21 Program - Multi State Opportunities
- Demonstration/ High Priority projects
 - 20 % of freight funded this way over past several years.
 - Detroit area: Intermodal yard

Federal Programs Cont.

- ITS Deployment and Research – Title V
 - Improve interface of port to truck, air to truck etc.
 - Business benefits in tracking loads, containers, trailers etc.
- Congestion Mitigation/ Air Quality (CMAQ)
 - Non-attainment areas
 - If entire state is in attainment you still get funds
 - Most flexible program

FHWA Programs Cont.

- Innovative Financing

- TIFIA:

- Package funding from private and public sources (Alameda & Reno) –
 - Exceed 100 million or 50% of existing FHWA aid

- Garvee:

- Bond issuance based on future federal appropriations

Future Funding?

- NHS-Intermodal Connectors
- Freight Transportation Gateways
 - STP to address publicly owned transfer facilities etc.
- TIFIA
 - More flexible: \$50 million, public or private rail facilities, grouping projects

State Funding Programs

- State:
 - Florida Freight Task Force
 - \$10 million initially for projects
 - Minnesota Port Development Assistance Program
 - 3 million over 2 years
 - Oregon Port Revolving Fund

Summary

- You need a Champion
- All funding is competitive in some way
- Nobody has enough - alone
 - Combining funds can be successful
- Not all improvements are big ticket items
 - Western Governor's Ass., Seattle, Philadelphia, Chicago