

## Intermodal Association of North America Surface Transportation Reauthorization Platform

1. **Principle:** Reduce infrastructure project delivery timelines and associated cost increases.

### Legislative Request:

- Legislate permanent, bipartisan solutions that provide consistency and clarity to the complex process of permitting infrastructure projects. Once legislated, provide strong Congressional oversight to ensure that federal agencies implement these policies and that they are consistent with Congressional intent.
- Reduce delays and burdens associated with funding delivery. There are many opportunities to streamline the process, such as: requiring USDOT to publish a template grant agreement at the time of award notice; requiring USDOT provide each grantee with a target date for grant agreement completion; and, standardizing environmental approval processes across USDOT modal agencies as well as other federal agencies responsible for developing intermodal freight infrastructure, such as the U.S. Army Corps of Engineers.

2. **Principle:** Ensure multimodal freight policy and planning leadership is a permanent fixture within the U.S. Department of Transportation's Office of the Secretary.

### Legislative Request:

- Sustain funding for the Office of Multimodal Freight Infrastructure and Policy within the Office of the Secretary to strengthen interagency coordination; expand the FLOW data initiative; provide a permanent and appropriate agency response point of contact in the instance of supply chain catastrophe; consult on federal investment decision making; and guide multimodal freight planning and policy development.

3. **Principle:** Provide dedicated, flexible funding for intermodal freight projects of national or regional significance through merit-based grant programs, complete with broad applicant eligibility and selection criteria that prioritize investments with a demonstrable contribution to national freight efficiency.

### Legislative Requests:

- Eliminate the 30 percent intermodal funding cap on the Nationally Significant Multimodal Freight & Highway Projects program (INFRA) and amend eligibility such that only freight projects may qualify to receive funds.
- Reauthorize programs that benefit intermodal freight infrastructure, such as: INFRA, National Infrastructure Project Assistance grants program (Mega), Port Infrastructure Development Program (PIDP), Consolidated Rail Infrastructure and Safety Improvements Program (CRISI), and Railroad Crossing Elimination Grant Program (RCE).
- Reduce burdens associated with applying for competitive awards. For example: limit the page length of notices of funding opportunity and require a public dashboard of funding opportunity timelines.

**4. Principle:** Increase federal funding for intermodal freight infrastructure investments.

**Legislative Request:**

- Increase funding by at least 50 percent for programs available to intermodal freight infrastructure investment. The Federal Highway Administration identified a 50 percent increase in construction costs over the last five years, severely hampering the purchasing power of IIA funds, which were intended to make historic investments in supply chain infrastructure.

**5. Principle:** Increase intermodal freight investment opportunities under federal formula programs.

**Legislative Requests:**

- Eliminate the 30 percent intermodal funding cap in the National Highway Freight Program to allow state departments of transportation to invest in their most pressing freight infrastructure needs, regardless of mode.
- Maintain eligibility for National Highway System freight intermodal connectors across formula block grant programs and incentivize public agency investment by increasing the federal share beyond the typical 80/20 split.

**6. Principle:** Provide long-term federal surface transportation funding solution(s).

**Legislative Request:**

- Identify one or more funding solution that: does not skew the market for services; is available in the long term; and is commensurate with funding needs. Funding must be used to support intermodal freight projects.