



House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions

Federal Funding Update

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Outline

Federal Aid Overview

Federal Aid in NC Transportation

- FA Percentage of total

- Rate of Return

- Major Programs

Overview of FAST

- Financing Plan

- Major Changes

- Significant Contents for NC

Notable Authorization Acts

- 1916 First Act
- 1956 Highway Trust Fund
- 1982 Mass Transit Account
- 1991 First of multi-year acts (ISTEA)
- 2015 FAST Act

Funding tied to specific systems


- 25% of NC mileage eligible

Matching requirements (20%)

Reimbursement Program



Program Availability
(4 Years)



Obligation
Limitation (1 Year)

Federal Aid Overview – Revenue Sources

Motor Fuel Tax:	Gasoline	18.4 cents/gallon
	Diesel*	24.4 cents/gallon
* International Registration Program (IRP)		
Truck Sales:	12% of retail price for trucks over 33,000 lbs. or trailers over 26,000 lbs. GVW	
Truck Use:	Up to 55,000 lbs.	No Tax
	Over 55,000 lbs.	\$100 + \$22/1,000 lbs. over 55,000 lbs. (\$550 maximum
Tires:	9.45 cents/10 pounds over 3,500 lbs. maximum rated load capacity	
	4.725 cents for bias-ply or super single tire)	
Effective January 1, 2005		
General Fund Transfers:	\$81.5 billion since 2008 (through 7/31/15)	

Federal Aid Overview – MAP-21 Major Highway Programs

Apportioned Programs (92% of total funds)

- National Highway Performance

- Surface Transportation

- Highway Safety Improvement

- Rail-Highway Grade Crossing

- Congestion Mitigation and Air Quality

- Metropolitan Planning

- Transportation Alternatives

Allocated Programs (8% of total funds)

- Federal Lands

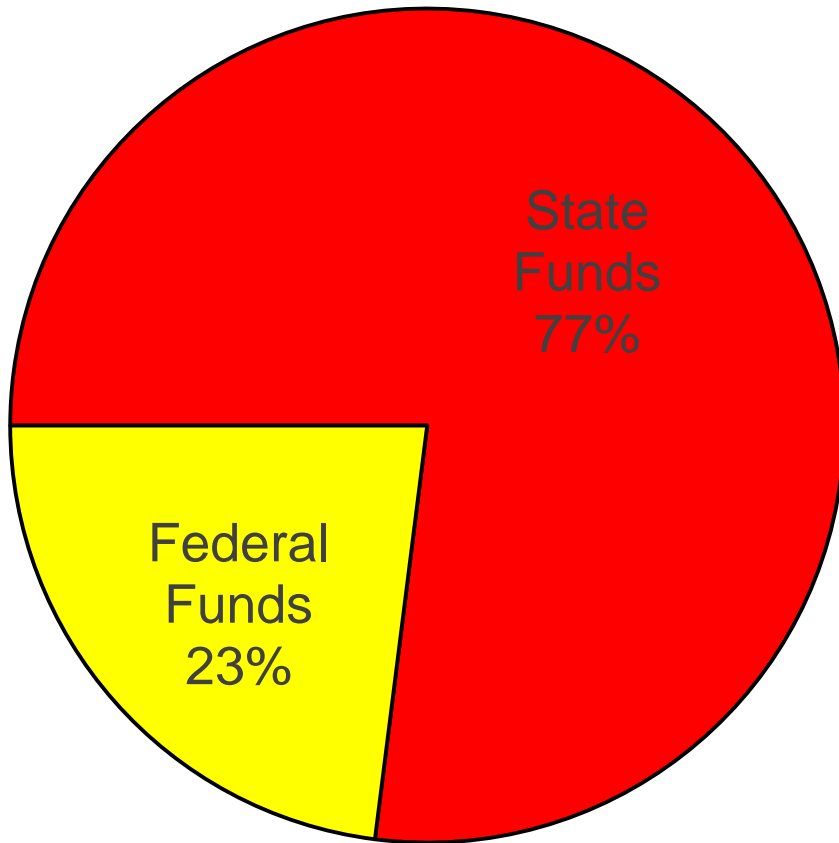
- Research

- Miscellaneous

- TIFIA

Federal Aid in NC

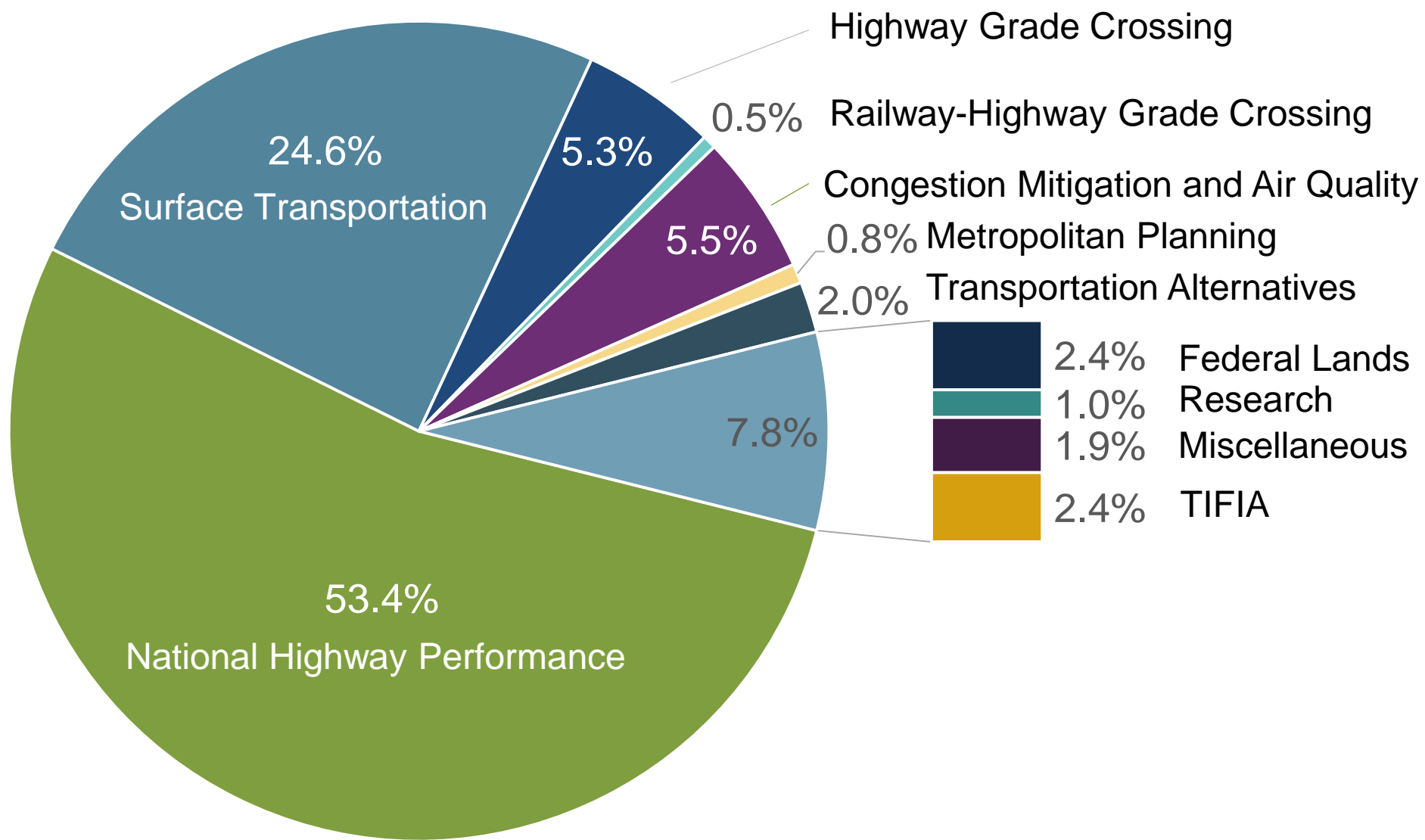
Transportation Funding Breakdown (\$4.2 B in SFY2016)



Rate of Return (2014 Information)

	Rev (\$ B)	Apport. (\$ B)	Rev/ Apport. (%)
NC	1.00	1.06	106.0
US	33.93	39.86	117.5
NC/US (%)	2.95	2.66	90.2
Rev – Revenue			
Apport. - Apportionment			

Federal Aid in NC (MAP-21)

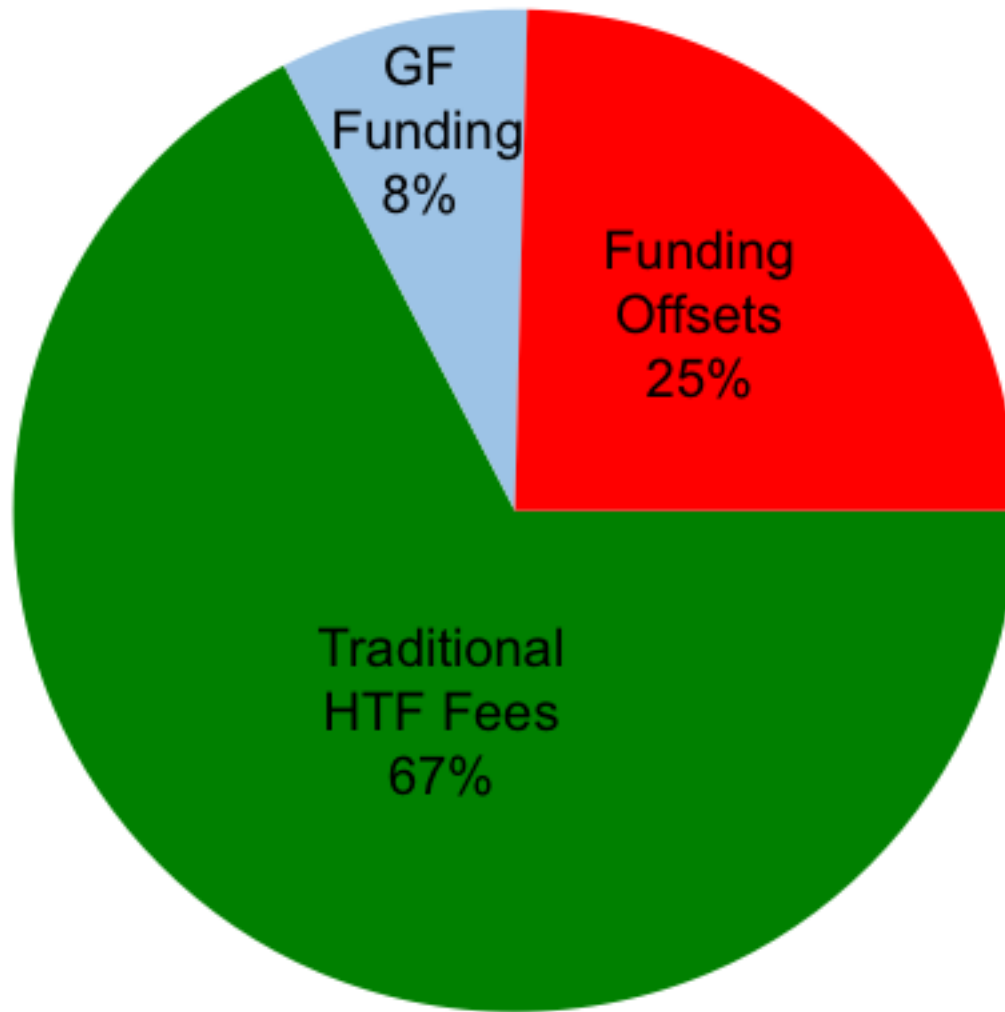


FAST– Major Divisions

Fixing America’s Surface Transportation Plan (HR 22)

- A. Surface Transportation
 - Highways, Transit, Rail, Safety, Freight, Rail
- B. Comprehensive Transportation and Consumer Protection Act of 2015
 - Motor Vehicle Safety
- C. Finance
 - Trust Fund, Taxes, and Offsets
- D. Miscellaneous
 - Permitting Improvement, Additional Provisions
- E. Export-Import Bank of the United States
 - Taxpayer Protection, Promotion of Small Business Exports, Modernization of Operations
- F. Energy Security
 - Electrical Infrastructure Supply and Security
- G. Financial Services
 - 19 Various Programs

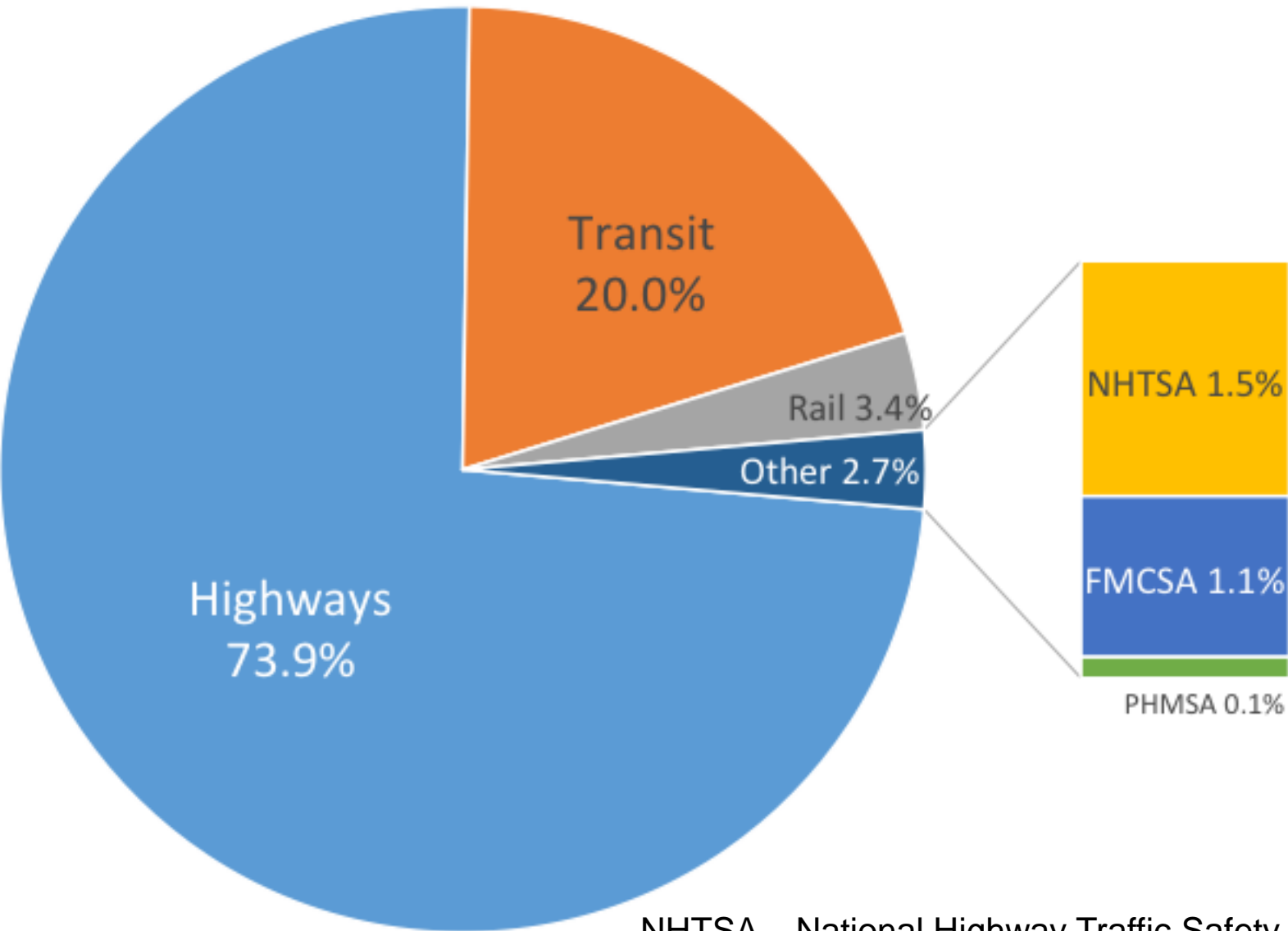
FAST– Financing Plan



Total 5 year \$305.5 B
Funding Offsets \$75.2 B

Since 2008 Transfer
Amount to \$143.6 B

FAST– Authorized Uses



NHTSA – National Highway Traffic Safety Administration
FMCSA – Federal Motor Carrier Safety Administration
PHMSA – Pipeline and Hazardous Materials Safety Adm.

FAST– Major Changes

Highways

- New Surface Transportation Block Grant Program (STBGP) formerly the Surface Transportation Program (STP)
- New STBGP Set-aside formerly Transportation Alternatives Program (TAP)
- Expanded National Highway Performance Program (NHPP) eligibility to allow funding of non-NHS bridges on a Federal-aid highway

Public Transportation

- Creates procurement and leasing mechanisms to pool resources
- Reduces New Start Federal match from 80% to 60% for projects with full funding grant agreements
- Increases Buy America requirement from current 60% to 70% by 2020

Rail Transportation

- First time authorization of Rail Program in a Surface Transportation Act
- Directs USDOT to apply expedited environmental review procedures used for highways

FAST– Major Changes (continued)

Freight

- Creates a National Multimodal Freight Network (NMFN)
- New funding core formula program
- Requires States to complete a State Freight Program and update every 5 years

Program and Project Delivery

- Allow States to assume Federal project responsibility to the maximum extent practicable
- Improves process for carrying planning level decisions into NEPA process
- Requires USDOT response within 45 days of project initiation application
- Requires USDOT to establish an online “Permitting Dashboard”

FAST– Major Changes (continued)

Revenue and Financing

- Rescinds nationally \$7.6 billion on July 1, 2020
- Modifies the Interstate System Reconstruction and Rehabilitation Pilot Program
- Ability to capitalize State Infrastructure Bank (SIB) with Federal-aid funding
- In case additional HTF revenues from other enacted legislation are deposited these would be automatically flow to the States
- Extends Highway related taxing authority to October 1, 2022
- Surface Transportation System Fund Alternatives Study

Planning, Performance Measures and Asset Management

- No significant changes to MAP-21 performance-based planning, programming policy requirements and performance management policy
- Encourages consideration of intermodal facilities that support intercity buses in the metropolitan and statewide planning process
- No change to state risk-based asset management plan requirement

FAST– NC Specific

- Increased Funding (over 2015)

Program	2016	2017	2018	2019	2020	Approximate 5 year (\$m)
Highway	5.1%	2.1%	2.2%	2.3%	2.4%	400
Transit	8.8%	4.1%	-	2.1%	2.1%	35
Ferry	14%	-	-	-	-	1
Freight						166

- Provides \$100m for Lynx Blue Line Extension and \$75m for Gold Line Streetcar project
- Increased discretionary funding for Bus and Bus Facilities
- One year to demonstrate sufficient progress on I-95 pilot tolling
- Adds High Priority Corridors on National Highway System
 - Raleigh to Norfolk (Rocky Mount, Williamston and Elizabeth City)
 - I-795 Extension (US 70 in Goldsboro to I-40 in Faison)
 - US 70 (I-40 in Garner to the Port at Morehead City)