

Federal Transportation Program

Linda Hull, Utah Department of Transportation
Andrew Gruber, Wasatch Front Regional Council



Federal Funding Important Part of UDOT Budget

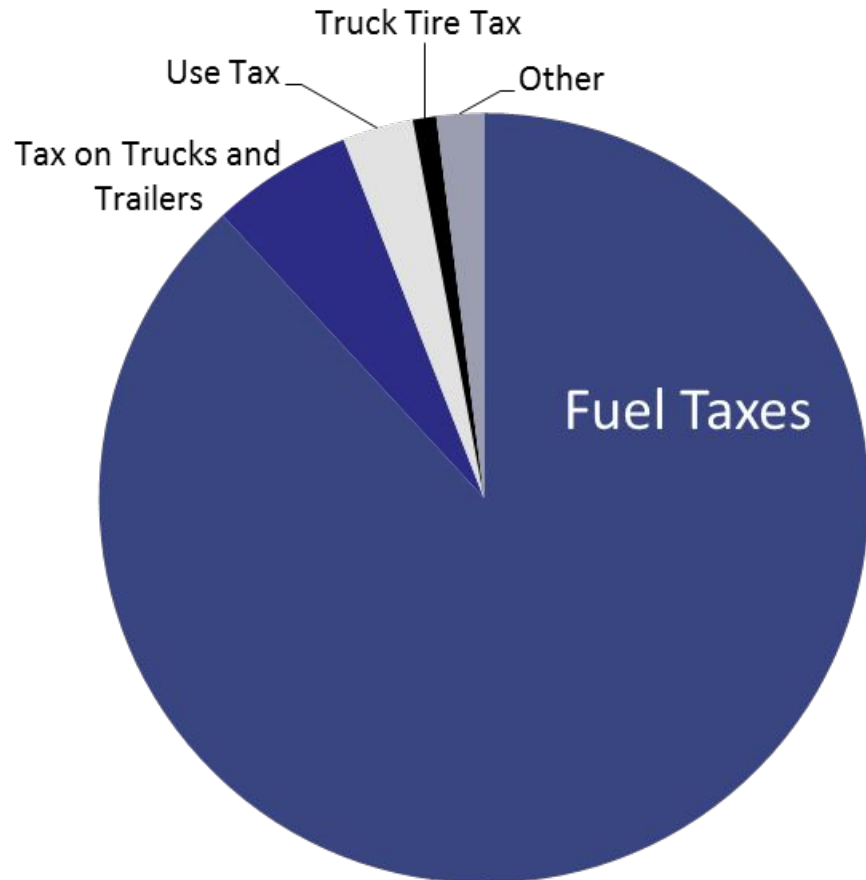
Fiscal Year 2020 Budget

Transportation Investment Fund (TIF)	Transportation Fund	Federal Funds	Rural Transit and Aeronautics
51%	29%	19%	<2%

Federal Highway User Taxes

Fuel Taxes	
Gasoline	18.4 cpg
Diesel	24.4 cpt
CNG, LPG	18.3 cpg
Other fuels	various rates
Other Federal Taxes on Truck Users	
Tires over 3,500 lbs	9.45 cents per each 10 pounds in excess of 3,500
Truck and Trailer Sales	12 percent of sales price
Heavy Vehicle Use	Annual tax up to \$550

Highway Trust Fund Revenue Sources



Revenue
is deposited
in the
**Highway
Trust Fund
(HTF)**

Public Law 114-94
114th Congress

“Fixing America’s Surface
Transportation Act”
or the “FAST Act”

Fiscal Year 2016 through
Fiscal Year 2020

Dec. 4, 2015
(H.R. 22)

Congress authorizes
multi-year federal
surface transportation
program directing how HTF
may be used, including:

- Highways
- Transit
- Motor Carrier
- Safety

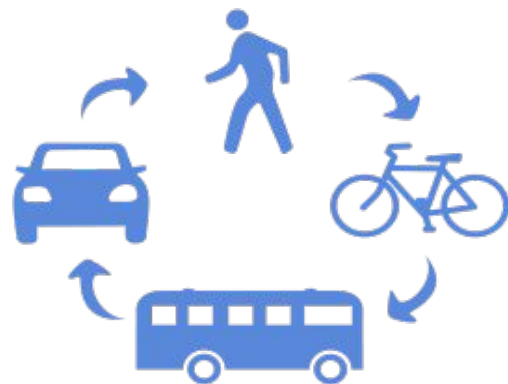
Highway Program Categories under the FAST Act

PROGRAM	PURPOSE
National Highway Performance Program (highways on the federally-designated National Highway System)	Only for highway projects on the federally-designated National Highway System (interstate system and other major roads)
Surface Transportation Program	Any federal-aid eligible project. Portion of funds passed through to MPOs via formula.
Highway Safety Improvement Program	Only for projects that improve safety.
Congestion Mitigation and Air Quality Improvement Program	Projects that improve air quality and/or mitigate congestion. Funds passed through to MPOs.
Metropolitan Planning Program	Passed through to MPOs for planning
National Highway Freight Program	Projects on the National Highway Freight Network.
Railway-Highway Crossings Program	Safety projects at highway/rail crossings.

Utah Transportation Commission prioritize funds to programs & projects that advance the state's **strategic goals**

zero Crashes
Injuries
Fatalities

Zero Crashes,
Injuries,
Fatalities



Optimize
Mobility



Preserve
Infrastructure

**Federal Funds Programmed by Transportation Commission for
Fiscal Year 2020***
(in millions)

Preservation of state highways (high volume roads)	\$152
Reconstruction of state highways	\$50
Safety projects	\$26.6
Freight-related highway improvements	\$13.85
Transportation Alternatives	\$2.8
Planning and Research	\$9.6
Bridge preservation and reconstruction	\$33
Transportation Solutions	\$63.45
Total UDOT federal highway funds	\$351.3

**These are broad categories of programs. A complete list of individual projects can be found at udot.utah.gov, under “Statewide Transportation Improvement Program”*

Pass Through Federal Funds FY20

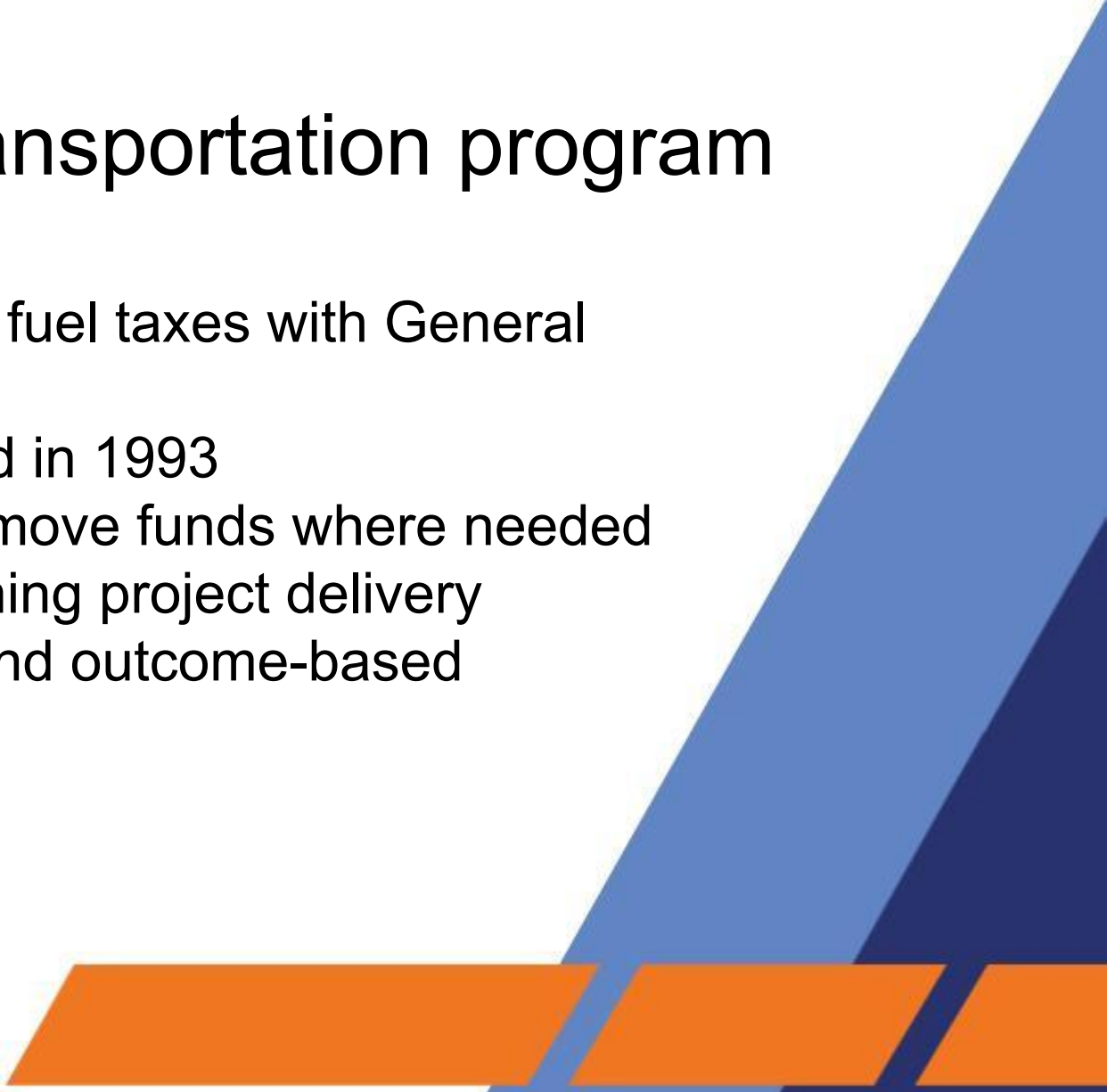
Pass Through FY20	WFRC MPO	MAG MPO	Dixie MPO	Cache MPO	Other
Urban - Surface Transportation	\$30.7	\$9.5			
Small Urban - Surface Transp.		\$0.36	\$2.3	\$1.7	\$3.8
CMAQ (Congestion / Air Quality)	\$9.4	\$3.1		\$0.56	\$0.2
Planning	\$2.2	\$0.8	\$0.26	\$0.2	
Urban - Trans. Alternatives	\$1.5	\$0.43			
Small Urban - Trans Alternatives		\$0.018	\$0.1	\$0.08	\$0.18
Rec. Trails					\$1.6
Non-urban (local)					\$5.8
Bridge (local)					\$2

(in millions)


Limited Discretionary Grant Programs

- UDOT continues to seek qualifying discretionary grants
- Grants have helped fund certain activities / projects
 - Motor carrier administration
 - Road Usage Charge implementation
 - Qualifying construction projects

Trends within the federal transportation program

- Congress supplementing federal fuel taxes with General Fund appropriations
 - Federal gas tax last increased in 1993
 - Increased flexibility for states to move funds where needed
 - Increased emphasis on streamlining project delivery
 - Moving toward a performance- and outcome-based program
 - Earmarking -- variable trends
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Status of Current Program

- FAST Act expires September 30, 2020
 - Key Senate Committee has passed 5-year reauthorizing bill
 - Awaiting action by other Senate committees
 - Awaiting action by House committees
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Key principles for reauthorization

- Long-term and timely reauthorization
- Sustainable funding mechanisms
- Existing formula-based programs with enhanced flexibility and continue support for multimodal funding
- Streamline processes
- Support and ensure state, regional and local transportation agencies' ability to harness innovation, data and technology