

September 14, 2016

Speaker: Nathan Barrett

Senior Transportation Planner

Pima Association of Governments

“Federal, State, and Regional Funding for Transportation”

The speaker presented how transportation is funded in Arizona through federal, state, and local funding mechanisms. He described the process by which taxes paid at the gas pump and other transportation revenues are collected and returned to the region in the form of transportation infrastructure projects. He explained the economic benefits of transportation spending and the limitations to the current methods by which we fund transportation.

The speaker described the roles and responsibilities of Pima Association of Governments and elaborated on gas and fuel taxes and the costs of the transportation infrastructure. The key documents PAG uses in planning are the 2045 Regional Mobility and Accessibility Plan, 20 Year Transportation Authority, and 5 Year Transportation Improvement Program.

The long range transportation plan – financial plan estimates \$17.1 billion in transportation revenues over the next 30 years. The funding is obtained from:

Federal (\$741 million)

State (\$1,270 million)

Regional HURF (Highway User Revenue Fund) (\$906 million)

RTA (Regional Transportation Funding) (\$3,900 million)

Local (\$6,960 million)

Federal Transit (\$855 million)

Non-Federal Transit (\$2,441 million)

The Transportation Authorization Bill defines the manner in which funds can be drawn from the Highway Trust Fund for a set period of time and outline the funding program and their rules. The bill describes how funding is distributed to states, MPOs and other agencies. He described how spending from the trust is authorized and appropriated by Congress,

He provided statistics on the RTA funded projects and their completions (bike lanes, sidewalk compliance, bus pull outs). RTA has contributed to the transportation plan an average of \$88 million per year since 2006.

Millennials are showing a greater preference for urban living and greater use of technology and online commerce. Our challenges and opportunities ahead are preserving our existing infrastructure by supporting our economic development and recovery while looking beyond 2026. Our biggest challenge is to address deferred maintenance to our roads.

He ended with a question and answer period.