

Funding allocation and program eligibility

Presentation to the Future of the Interstate Highway System TRB Study Committee

Kathy Ruffalo

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Topics

- Authorization process
- Program funding formulas
- Program eligibility and transferability
- Key issues and considerations

Know your audience.....

- Or at least know what people think of your audience.....

What do I mean by that?

- Congressional approval ratings
- Congress “more popular than” or “less popular than” polls

Key terms to understand

- Apportioned vs allocated
- Core programs
- National Highway System – includes the Interstate System

Authorization bills

- Modify existing programs
- Add new programs
- Eliminate programs
- Change program requirements

Authorization bill impacts on specific programs

- Authorize the amount of funding for a fiscal year
- Describe how the funds are to be distributed (apportioned by formula or allocated)
- Determine the length of availability of the funds
- Prescribe how the funds are to be used

Current “core” or “apportioned” programs

- Apportioned annually (does not need to wait for appropriations action)
- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- National Highway Freight Program (NHFP)

Funding formula highlights

- Prior to MAP-21
- MAP-21 and the FAST Act
- Donor vs donee debate

Types of formula factors

- Lane or center lane miles on specific road classes
- Contributions to the HTF
- Vehicle miles traveled
- Number of road fatalities
- Population
- Severity of pollution

Program eligibility

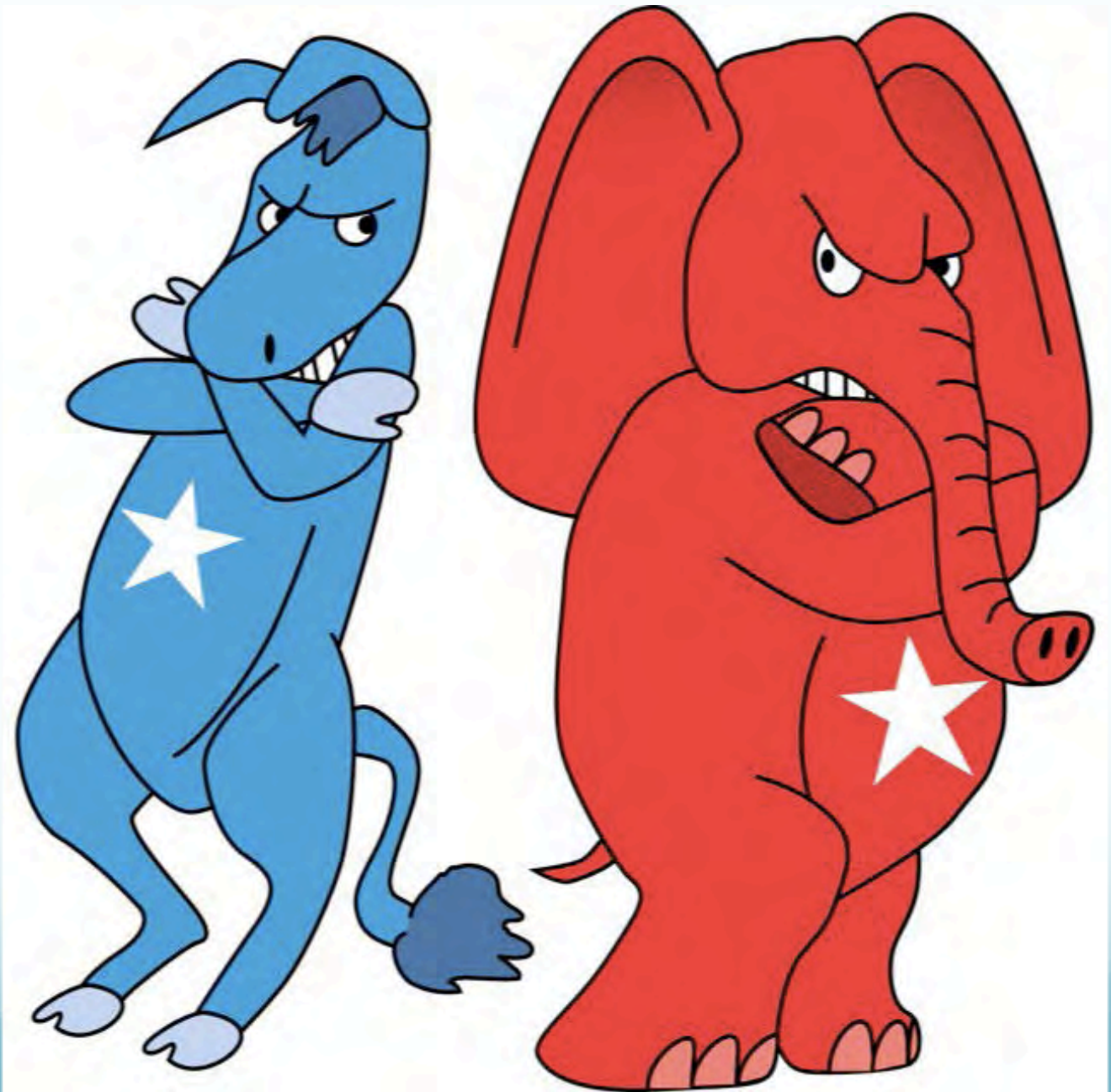
- Historically tied to program purposes
- Consolidation of programs over time has led to broader flexibility

Current program purpose

- NHPP – support condition and performance of the NHS (which includes the Interstate); construction of new facilities on the NHS; and support performance targets
- STBG – broad eligibility and flexibility to address State and local transportation needs
- CMAQ – improve congestion conditions and air quality
- NHFP – improve efficient and productive movement of freight on the National Highway Freight Network (NHFN); improve safety and state of good repair on NHFN

Transferability provisions

- NHPP – 50% (except set-asides)
- STBG – 50% of State share may be transferred, not local government suballocation
- HSIP – 50% (except set-asides)
- CMAQ – 50% (except set-aside for PM)
- NHFP – 50% (except set-asides)



Key issues for consideration

- How to capture the imagination of public and policy makers?
- Try to avoid appearance of picking “winners” and “losers” – provide a compelling reason for recommendations on the distribution of funds
- Develop a sustained campaign to “sell” your recommendations to lawmakers and the public

Patience and Wisdom



Kathy Ruffalo
kathy@kruffalo.com
202-997-4136