



2017 STATE LEGISLATIVE PRIORITIES

WE SUPPORT THE FOLLOWING:

State Transit Funding Assistance

NCPTA encourages the General Assembly to continue public transportation funding above existing levels in the FY 2017-2018 budget.



Strategic Transportation Investments

NCPTA seeks transit representation in the STI process and the SPOT working group to provide for more local input on funding decisions in support of both urban and rural areas.



Yield-to-Bus

NCPTA requests the General Assembly to approve a Yield-to-Bus traffic law to improve the safety of transit operations and traffic flow while enhancing service reliability.



Medicaid Non-Emergency Medical Transportation (NEMT)

NCPTA supports the direct Medicaid NEMT service provision relationship between the NC Dept. of Health and Human Service (NCDHHS) and the county/community transportation providers.



Fleet Replacement

URBAN NEED = \$27.5M
RURAL NEED = \$7.5M



North Carolina Highway Use Tax (HUT)

NCPTA recommends to exempt transit providers (recipients of urban and rural formula fund) from paying the HUT.



STATE TRANSIT FUNDING ASSISTANCE: NCPTA encourages the General Assembly to continue funding public transportation above existing levels in the Fiscal Year (FY) 2017-2018 budget. The state's ongoing commitment to transit funding provides mobility and access for all persons to healthcare, employment, and other necessities. As our state's population continues to grow, the legislative commitment to public transportation is all the more critical. The state's transit funding commitment also enables local communities to leverage available federal transit resources in meeting existing daily needs while seeking to expand service options and focus on future mobility needs of our growing state. The state's public transportation program employs staff at 100 local agencies, which is also supported by over 50 direct private sector employers putting jobs and spending power back into the state and local economy.

Action: General Assembly to increase urban and rural state transit funding assistance.

FLEET REPLACEMENT: Many of our state's transit systems need to replace aging vehicles. The state's urban transit annual unfunded bus replacement need is approximately \$27.5 Million and rural transit annual unfunded bus replacement need is approximately \$7.5 Million. Aging vehicles in service are safe but require extensive maintenance. When the fleet gets past a certain age, the results are higher maintenance costs, reduced on-time performance, driver frustration, and the need for more mechanics. Fleet age also impacts the ability of agencies to roll out new service because there are no available vehicles to serve new routes.

Action: General Assembly to expand state transit capital funding assistance above FY2015-2016 budgeted levels.

STRATEGIC TRANSPORTATION INVESTMENTS (STI): The goal of the STI process is to allow NCDOT to effectively manage transportation scarce resources. The NCPTA seeks increased local transit representation in the STI process. Policy modification is needed to give local priorities increased weight in the allocation of transit funds. The existing scoring system is extremely complicated, often does not meet local transit needs, and is especially challenging for smaller rural systems who do not have sufficient resources to navigate and participate in the process.

Action: General Assembly to enable local transit agency representation in the STI development process and the development of scoring criteria. Enable more representation from local transit in the NCDOT Prioritization process. Include greater regional weight in process.

YIELD-TO-BUS: When departing a bus stop, transit operators merge into traffic while sharing the road with all other motor vehicles. To enhance transit operator and customer safety, the NCPTA requests the General Assembly to support a new Yield to Bus law. This new law will enable a transit bus to re-enter traffic, while requiring all drivers approaching from the rear or in the lane adjacent to the bus to slow down or stop to allow the bus to merge.

Action: General Assembly to enact the above recommended addition to NC Traffic Laws.

MEDICAID NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT): North Carolina has been very effective in coordinating mobility resources to ensure the North Carolina Department of Health and Human Service (NCDHHS) funded program recipients and public transportation passengers share the same ride, where feasible, creating program efficiencies. The provision of Medicaid NEMT services, leveraging the community's backbone transportation services, has proven to be a very cost effective model.

Action: General Assembly to maintain the direct Medicaid NEMT service provision relationship between the NCDHHS and the county public/community transportation provider.

NORTH CAROLINA HIGHWAY USE TAX – TRANSIT EXEMPTION: Currently, vehicles registered in the state that weigh over 20,000 pounds are charged a flat minimum Highway Use Tax (HUT) fee of \$2,000. This flat fee has increased from its previous amount of \$1,000. Given the cost burden placed on the local taxpayer, the NCPTA recommends to exempt public transportation providers who receive Federal Transit Administration (FTA) Section 5307 (urban formula) or Section 5311 (rural formula) funding from paying the HUT by making the following addition to § 105-187.6 (a), *Exemptions from Highway Use Tax*: "(12) To public transportation providers receiving Federal Transit Administration Section 5311 (rural formula program) or Section 5307 (urban formula program) funding."

Action: General Assembly to enact the above recommended addition to § 105-187.6 (a), Exemptions from Highway Use Tax.