

New Federal Transportation Act: Proposed Cycle 1 Programming and Six-Year Framework



**Metropolitan
Transportation
Commission**

**Programming and Allocations Committee
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New Act: Background

- **\$1.4 Billion in Programming Capacity Over Six Years**
 - Overall framework established for investment priorities for six-year period
 - Six-year Fund Estimate includes:
 - \$1.1 billion Federal STP/CMAQ/TE
 - \$113 million State funds (RTIP/CMIA)
 - \$235 million anticipated STP/CMAQ revenues
 - Cycle 1 commitments: \$598 million for first three years
 - FY 2009-10 through 2011-12
 - Commission approved \$107 to regional operations/planning activities in October
 - Commission will revisit final three years of programming (Cycle 2) after the New Act is enacted, approximately 1-2 years.

Investment Summary: Six-Years

- Required payback of Obligation Authority: **\$54 million**
- Maintain on-going programs: **\$206 million**
- Deliver Freeway Performance Initiative Early: **\$222 million**
- Fund other core Transportation 2035 categories: **\$848 million**
- Fund strategic investments/regional commitments: **\$71 million**

- **Attachment A has program detail**

Outreach and Program Development Recap

- **Six-Month Outreach and Development Process**
 - Proposal developed in cooperation with the Bay Area transportation stakeholders, the Partnership, and the MTC Advisory Committees.
- **Main Messages Heard**
 - More funding for climate initiatives, link to T2035
 - More funding for fix-it first
 - More funding for Transportation for Livable Communities
 - More funding for regional bicycle program
 - Include funding for Safe Routes to Transit
 - Consider deferring anticipated revenues decision

Staff Proposal Comparison: June 2009 and Final Recommendation

- Final version attempts to strike a balance among many competing demands for funds
- Significant revisions to program in response to comments

Programs	Cycle 1 and ARRA Backfill			Total New Commitment		
	Initial Partnership Board	Final Draft Proposal	Change	Initial Partnership Board	Final Draft Proposal	Change
SAFETEA OA Carryover	68	54	(14)	68	54	(14)
Regional Planning/Operations	107	107	0	206	206	0
Freeway Performance Initiative (FPI)	136	105	(31)	222	222	0
Climate Initiatives	52	80	28	88	162	74
Regional Bicycle Program	21	27	6	42	67	25
Transportation for Livable Communities	71	85	14	169	223	54
Transit Capital Rehabilitation			0	115	164	49
Regional Streets and Roads Rehabilitation	72	100	28	163	232	69
Strategic Commitments	71	40	(31)	71	71	0
Total	598	598	(0)	1,144	1,401	257

Climate Initiatives Program

- Program objective: reduce emissions and VMT, and encourage use of cleaner fuels
- Climate Initiatives Working Group met three times to develop program concept

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	36	
	SFgo*	10
		60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$10M) and partly in second cycle (\$10M)

Climate Initiatives Program Elements

1. Public Education/Outreach (\$10 million):

- Launch a branded, Bay Area climate campaign in 2011 in partnership with other sponsors
- Develop tools to encourage smart driving or other emission reduction strategies
- Support youth education programs to train the next generation

2. Safe Routes to School (\$17 million):

- \$15 million to 9 Bay Area counties based on K-12 school enrollment
- \$2 million competitive grants for creative school-related emission reduction strategies
- CMA submits county implementation plan based on current program status
- Workshop to be held in early 2010 to share information/further refine concept

Climate Initiatives Program Elements (cont.)

3. Innovative Grants (\$36 million competitive and \$10 million SFgo):

- Test effectiveness of 3 strategies for replication on a larger scale: 1) Parking management/ pricing policies; 2) Move to cleaner fuels; and 3) TDM
- Encourage innovation by funding up to 5 major projects that could include: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness
- Program guidelines developed by Spring 2010

4. Climate Initiatives Program Evaluation (\$4 million):

- Provide data for ongoing evaluation efforts
- Assess the overall effectiveness of Climate Initiatives Program
- SR2T targeted evaluation and marketing program

Block Grant Program Administration

- **Administered by County CMAs**
- **Cycle 1 Total Amount: ~\$130 million**
- **Programs include:**
 - Local Streets and Roads
 - County TLC
 - Regional Bicycle
- **CMA planning and programming: up to 4%**
- **Flex Provision: up to 20% of each program's funds**
- **Block Grant Strategic Plan due to MTC by April 1st:**
- **Project selection and programming in TIP – Summer 2010**
- **Project delivery: 50% April 2011 and 50% April 2012**

Block Grant Program Administration (con't.)

- **Fund Distribution**

- County TLC program based on population
- Local Streets and Roads Rehabilitation Shortfall Program:
 - Population (25%)
 - Lane mileage (25%)
 - Arterial and collector shortfall (25%)
 - Preventive maintenance performance (25%)
- Regional Bicycle Program:
 - Population (50%)
 - Bikeway network capital cost (25%)
 - Unbuilt bikeway network miles (25%)

Next Steps – New Act Programming

- Project selection and amendment into the Transportation Improvement Program (Spring to Fall 2010)
- Secure ARRA backfill funds (CMIA, TE, and RTIP funds) which need further MTC and CTC actions (Spring 2010)
- After enactment of the New Act, distribute up to \$235 million to designated core programs should apportionments exceed estimates (1 to 2 years)

Jobs Bill: Next Stimulus?

- **Congress has discussed infrastructure investment of \$50 – 70 billion**
- **Yesterday, President Obama announced proposals to accelerate job growth, including transportation infrastructure investment**
- **Recent ARRA Experience:**
 - Majority to rehabilitation
 - Some strategic investments
- **Distinct from New Act – could provide significant funding opportunity for ready-to-go rehabilitation projects**