

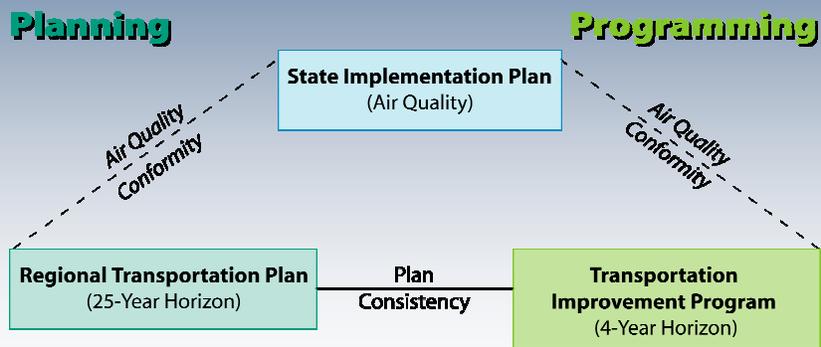
# Bay Area Transportation: Funding Overview



Briefing for  
Policy Advisory Council

June 2010

## Overall Process: Planning First and Funding Follows

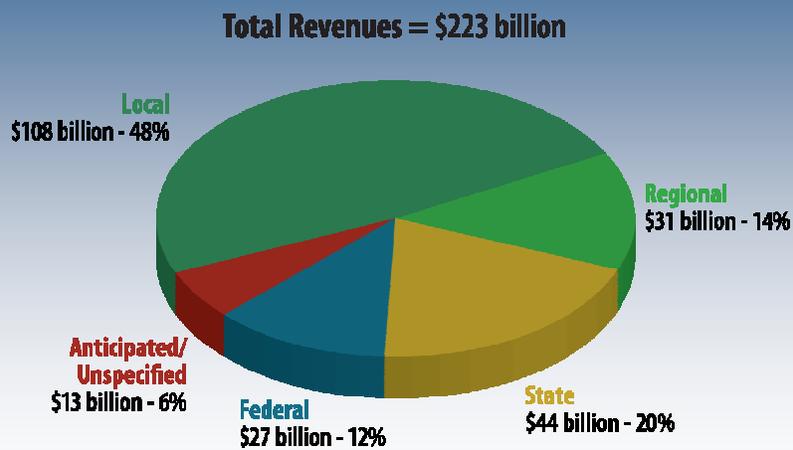


## Regional Transportation Plan (RTP)

- Road map that guides region’s transportation development over 25-year period
- Includes projects the region can afford and that help improve air quality
- Updated every four years
- Extensive public consultation and outreach to various agencies
- Transportation projects must be consistent with RTP to receive state or regional funding

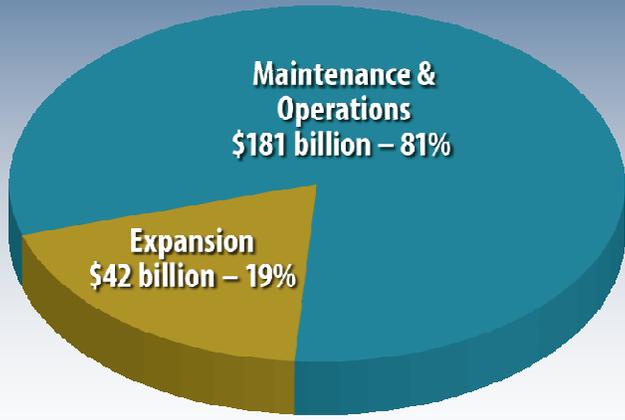


## Transportation 2035 Revenues



# Aging Pains

Transportation 2035 Plan

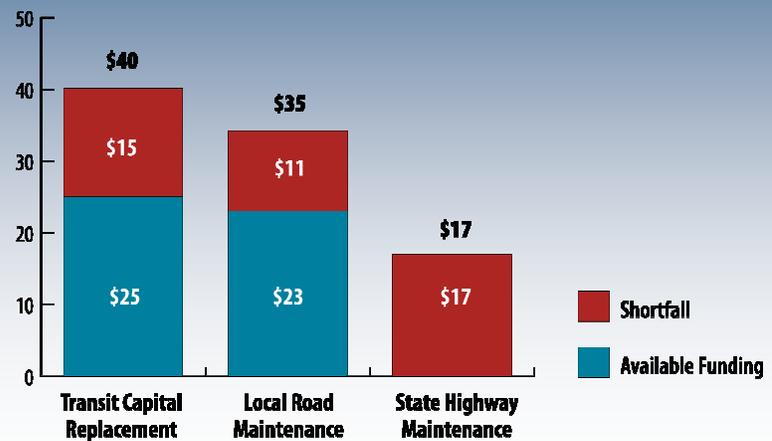


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# Aging Pains

## Maintenance Needs, Funding, Shortfalls

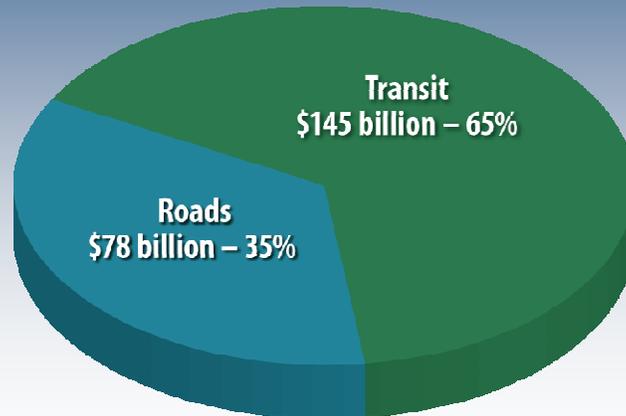
(In billions of escalated dollars)



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## Transit Focus

Transportation 2035 Plan



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## Funding Pipeline

- Transportation sources originate with residents paying fuel, sales, tolls, or other taxes and fees.
- Bulk of money generated locally

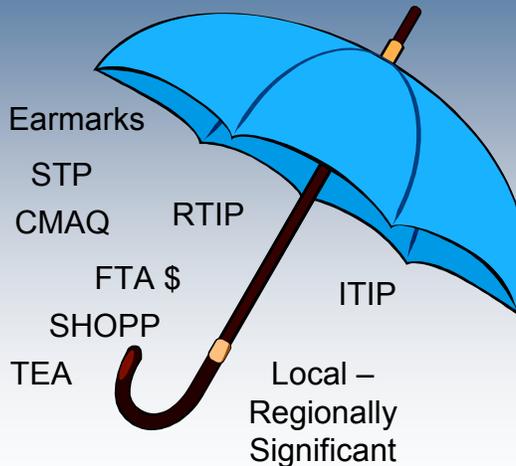
*Think of a huge reservoir fed mostly by local streams and augmented by smaller tributaries in Washington D.C. and Sacramento, then drained by a network of pipelines.*

*Pipelines take paths in all directions, have shut-off valves, and some leaks.*

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## Key Approval in Pipeline: Transportation Improvement Program

- ✓ **Projects that Require Federal Action**
- ✓ **All projects with Federal Funds**
- ✓ **Locally Funded Projects, Regionally Significant**



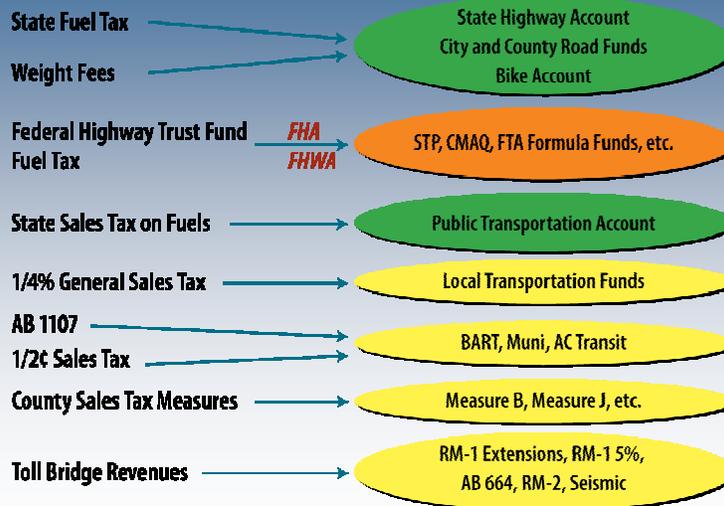
## Key Approval in Pipeline: State Transportation Improvement Program

### What is it?

- State’s spending plan for state and federal funding.
- Comprised of 75% Regional Transportation Improvement Program (RTIP) and 25% Interregional Transportation Improvement Program (ITIP).
- Approved biennially and covers a five-year period.

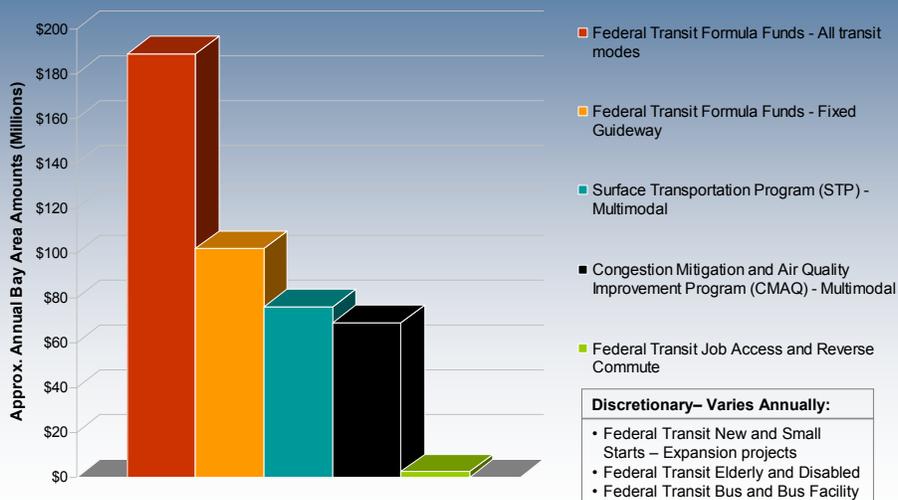
# Funding Pipeline

## Flow of Funds to MTC Region

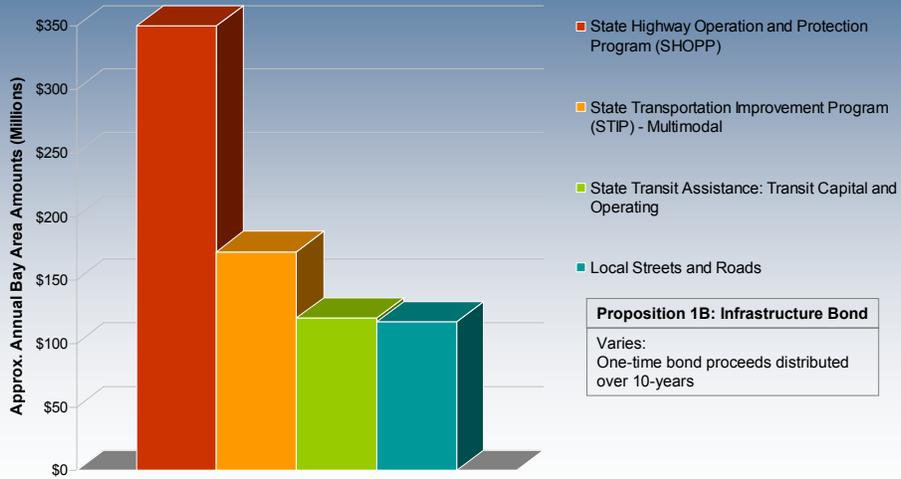


# Funding Sources

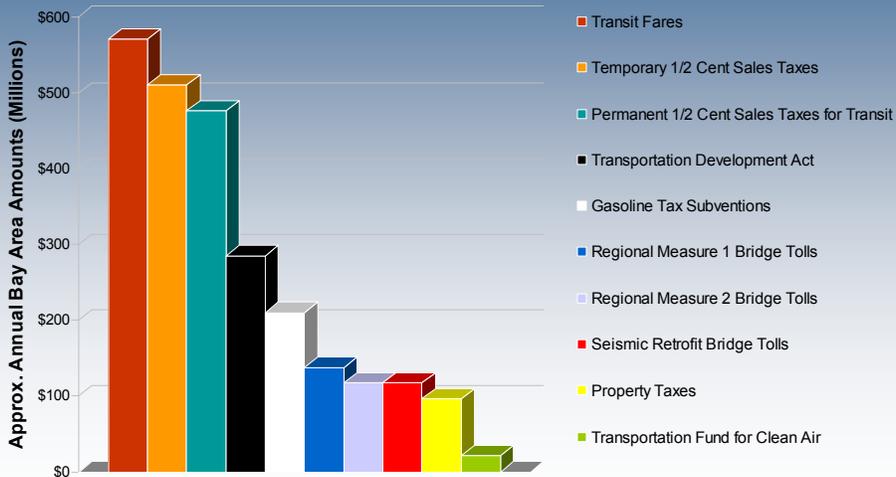
## Federal Funding Categories



## Funding Sources State Funding Categories



## Funding Sources Local Funding Categories



## Federal Funding Decision-Makers

- **Congress:** Establishes program and funding levels
- **Federal Highway Administration (FHWA):** Streets & Highways/ Multi-modal/ Safety/ Technology / Enhancements/ Air Quality programs
- **Federal Transit Administration (FTA):** Transit Programs
- **Caltrans:** Direct recipient and manager of FHWA funds for California
- **MTC – Bay Area Metropolitan Planning Organization:** Sets investment priorities for certain federal funds for projects, programs and policy development

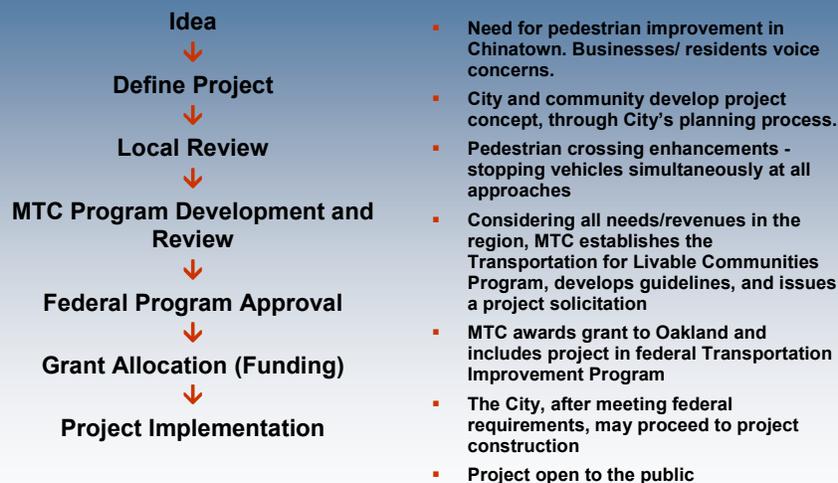
## State Funding Decision-Makers

- **California State Legislature:** determines revenue levels and program structure
- **California Transportation Commission (CTC):** oversees Fund Estimate of state revenues/ program priorities; approves State Transportation Improvement Program and other State programs
- **Caltrans:** Program Administrator of State Highway Account and certain federal FHWA and FTA programs; Owner/Operator of State Highway System
- **MTC – Bay Area Regional Transportation Planning Agency:** Approves the regional portion of the STIP (known as the RTIP)

## Local Funding Decision-Makers

- **County Congestion Management Agencies:** approve county-wide congestion management programs and transportation plans; develop county transportation investment priorities in cooperation with their jurisdictions for submittal to CTC, MTC, and Air District
- **Transit Agencies:** develop annual operating budgets and service plans, identify capital priorities, set fares and other fees, and recommend projects
- **Public Works Departments:** identify pavement, bicycle/ pedestrian and other critical transportation signal systems needs at the city and county levels

## Evolution of a Project (Oakland Chinatown Pedestrian Improvements)



## Key Regional Funding Policies and Programs

- Transit Coordination Program
- Transit Capital Priorities
- Resolution 3434: Transit Expansion Program
- Transit Oriented Development Policy
- Lifeline Transportation Program
- Climate Initiatives Program
- Freeway Performance Initiative
- Regional Measure 2

***Often Regional Funding Policies Guide  
Several Funding Sources***

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## Transit Coordination Program

- **Regional Programs**
  - Transit Trip Planner
  - 511 and 511.org
  - Real-time transit information
  - Hub Signage Program
  - Clipper Electronic Fare Payment
- **New Transit Coordination Implementation Plan details coordination requirements for operators to improve regional transit service for the customer.**
- **Funded through a mix of bridge tolls, federal STP/CMAQ, and State Transit Assistance**



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## Transit Capital Priorities Program

- FTA Formula Funds – Urbanized Area and Fixed Guideway Modernization programs
- Approximately \$350 million annually
- Programmed to 22 eligible transit operators, primarily for capital replacement and rehabilitation
- Allocation of funding based on Commission-adopted criteria: replacement of revenue vehicles and fixed-guideway highest priority



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## Regional Consensus on Transit Expansion: Resolution 3434

- Region's expansion program totals \$18 Billion
- Current budget shortfall is near \$4 Billion
- Includes mix of funding programs from tolls to local sales tax to STIP
  - 2 New Starts candidates
  - 2 Small Starts candidates
- Over 85% of funding is local/state



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## Transit-Oriented Development (TOD) Policy

- Applies to key Bay Area transit extension projects
- Promotes use of public transit by focusing housing near major transit hubs
- Provides support for future regional growth and potential housing shortages
- Promotes preservation of open space
- Three key elements:
  1. Corridor-based performance measures to quantify minimum levels of development around transit stations
  2. Funding for station-area plans for jobs and housing, station access, design standards, parking, etc.
  3. Planning around stations to meet corridor-wide land-use thresholds



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## Lifeline Transportation Program

- \$700 million commitment over 25 years
- Funds variety of high-priority, locally identified transportation needs for low-income communities
- Mix of federal and state, operating and capital funding sources promote flexibility (State Transit Assistance and FTA Job Access Reverse Commute)
- Encourages coordination among local transportation and human service providers



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## Climate Initiatives Program

- **Transportation 2035 envisions \$400 million program to reduce greenhouse gases**
  - Approaches include the increased use of low-GHG alternative fuels, expanded car sharing programs, pricing demonstration projects, Safe Routes to Schools and Transit, and the Transit Priority Program
- **Commission approved \$80 million of Federal CMAQ over three years**
  - Establish Safe Routes to Schools Program
  - Fund **SFgo**: transit priority in selected San Francisco corridors
  - Provide Grants to fund innovative projects
  - Public Education
  - Evaluation of effectiveness
- **Program to inform the development of the next Plan and SCS strategies**

## Freeway Performance Initiative

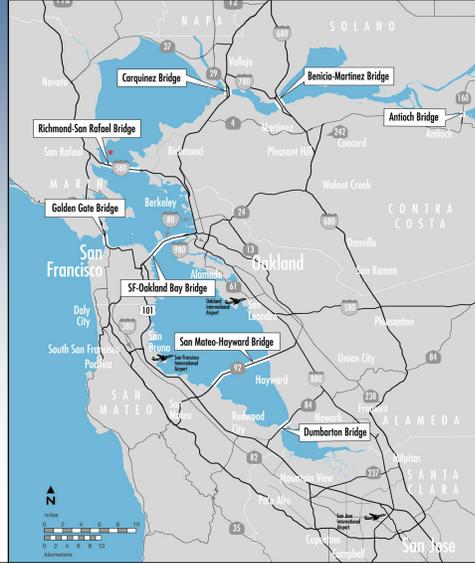


- **Evaluated 12 corridors**
- **Compared capacity investment vs. management/technology**
- **Established priority strategies and projects to effectively manage capacity on the regional highway system**
- **Targeted freeway infrastructure investments to address bottlenecks**
- **Transportation 2035 commits \$1.6 billion to this effort to better manage congestion**

# State-owned Bay Area Bridges

- Antioch Bridge
- Benicia-Martinez Bridge
- Carquinez Bridge
- Dumbarton Bridge
- Richmond-San Rafael Bridge
- San Francisco-Oakland Bay Bridge
- San Mateo-Hayward Bridge

**Note:** Golden Gate Bridge owned and operated by the Golden Gate Bridge, Highway and Transportation District (GGBHTD)



# Use of Current Tolls: FY 2009-10 BATA Budget

FY 2009-10 BATA Budget	Cost (millions)	Percent of Total
RM1, RM2 & Seismic Capital Program Financing: (Debt service, BAIFA transfer, financing costs)	\$438	71%
Bridge Operation & Maintenance and Administration: (Toll collection, maintenance, administration)	\$72	12%
Transit Program: • Local match to Federal program • Rail reserves • Ferry capital • Transit operating • RM-2 special projects	\$72	12%
Capital Transfers	\$32	5%
<b>Total</b>	<b>\$614</b>	<b>100%</b>

# Regional Measure 2

## Regional Measure 2

- Passed by voters in March 2004
- Funds various transportation improvement projects in the region
- Contains capital and operating projects
- Revenues approximately \$115 million annually
- Up to 38% reserved for operating projects



**BART Extension to WSX:  
Subway Excavation**



## RM2 Capital Program

- \$1.5 billion program
- 37 projects in statute ranging from studies to transit vehicle procurement to freeway improvements
- Allocation through December 2009: over \$1 billion
- Almost 75% of program allocated

## RM2 Operating Program

- Operating Support for 14 projects
- Allocation by Fiscal Year
- Up to \$48 million per year



**WETA Ferry Vessel: Scorpio**

# Future Challenges and Opportunities

## Sustainable Communities Strategy

- What are the key investments to reduce greenhouse gas emissions and create more focused growth?
- How can we help local governments that are wanting to implement more focused growth?



## Partnerships & Leveraging Funds

- How can we build stronger partnerships with other agencies, the private sector, and foundations?
  - Bay Area Air Quality Management District, Environmental Protection Agency, Dept. of Housing and Urban Development, etc.
  - Businesses, Foundations, etc.
- How can we pool our resources so that we can more effectively leverage transportation funding with other non-traditional funding sources?

