

Regional Transportation Plan/ Sustainable Communities Strategy



Regional Advisory Working Group
February 1, 2011

Preliminary Draft Committed Funds and Projects Policy

Purpose

- Determines which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in project development to consider withdrawing support
- Determines which fund sources are subject to discretionary action by the Commission

Determining Prior Commitments

1. Prepare the 25-year revenue assumptions and forecasts
2. Determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation
3. Determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues

Threshold Criteria for Determining Committed Funds or Projects

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Projects	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See Attachment A , Table 3 for a list of committed and discretionary fund sources
Committed Funds <i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction with full capital funding by December 31, 2011
<i>Resolution 3434</i>	Project under construction with full capital and operating funding identified by December 31, 2011
<i>Ongoing regional operations programs are committed</i>	Regional programs with existing executed contracts through contract period only

Committed vs Discretionary Funds

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency
- Discretionary funding is defined as:
 - Subject to MTC programming decisions
 - Subject to compliance with Commission allocation conditions

Committed Funds

Federal

- FTA New Starts Program
- FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)
- FTA Bus & Bike Facilities Program
- FTA Section 5310 Elderly & Disabled
- FTA Small Starts
- FTA Ferry Boat Discretionary
- American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program

State

- State Highway Operations and Protection Program (SHOPP)
- Traffic Congestion Relief Program (TCRP)
- State Transit Assistance (STA) Revenue Based
- Gas Tax Subvention
- Proposition 1B
- Proposition 1A (High-Speed Rail)

Regional

- AB 1107 ½ cent sales tax in three BART counties (75% BART Share)
- BATA Base Toll Revenues and Seismic Retrofit Funds
- Regional Measure 2 (RM2)
- Service Authority for Freeway and Expressways (SAFE)

Local

- Existing locally adopted transportation sales tax
- Local Funding for Streets and Roads
- Transit Fare Revenues
- San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue
- Golden Gate Bridge Toll
- BART Seismic Bond Revenues
- Property Tax/Parcel Taxes/Vehicle Registration Fees per Senate Bill 83 (Hancock)
- Public Private Partnerships

Discretionary Funds

Federal

- Section 5307 Urbanized Area Formula (Capital)
- Section 5309 Fixed Guideway Program
- Section 5311 Non-Urbanized Area
- Section 5316 Jobs Access and Reverse Commute (JARC)
- Section 5317 New Freedom
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program

State

- Regional Transportation Improvement Program (RTIP) County Shares
- Interregional Road/Intercity Rail (ITIP)
- Transportation Enhancements (TE)
- STA Population Based – PUC 99313

Regional

- AB 1107 ½ cent sales tax in three BART counties
- AB 664
- 2% Toll Revenues
- 5% State General Funds
- RM 1 Rail Extension Reserve
- AB 1171
- Regional Express Lane Network Revenues
- Bridge Toll Increase

Local

- Transportation Development Act (TDA)
- Sales Tax Rollovers

Anticipated Funds

Projects Exempt from SB 375

- SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or APS if they are:
 - Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
 - Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
 - Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.
- A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

Schedule

MTC presents Draft Committed Policy to solicit input.	P-TAC: Jan. 31, 2011 RAWG: Feb. 1, 2011 Policy Advisory Council: Feb. 9, 2011 Partnership Board: February 16, 2011
Draft Committed Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011