

PI BayArea Plan

Draft Committed Funds and Projects Policy

MTC Planning Committee

March 11, 2011

Purpose

- Determines which projects proposed for inclusion in Plan Bay Area 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

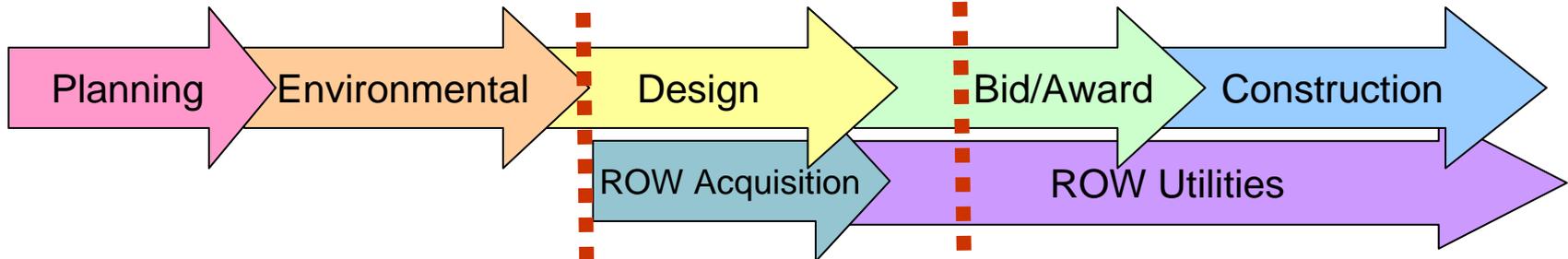
Threshold Criteria for Determining Committed Projects

T2035 Criteria	Proposed Criteria for Plan Bay Area
<p><i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i></p>	<p><u>Two Options</u></p> <p>Option 1: Environmental Certification</p> <ul style="list-style-type: none"> ▪ Project has a certified Environmental Impact Report (EIR) and/or Record of Decision for Environmental Impact State (EIS) by May 1, 2011 <p>Option 2: Construction</p> <ul style="list-style-type: none"> ▪ Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011 <p>Applicable to all options:</p> <ul style="list-style-type: none"> ▪ Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor projects with full funding and approved baseline agreements as of February 2011
<p><i>Resolution 3434</i></p>	<p>See above two options.</p>
<p><i>Ongoing regional programs are committed</i></p>	<ul style="list-style-type: none"> ▪ 1st and 2nd cycle regional programs New Act funding through 2015 ▪ Regional programs with existing executed contracts are committed through contract period only

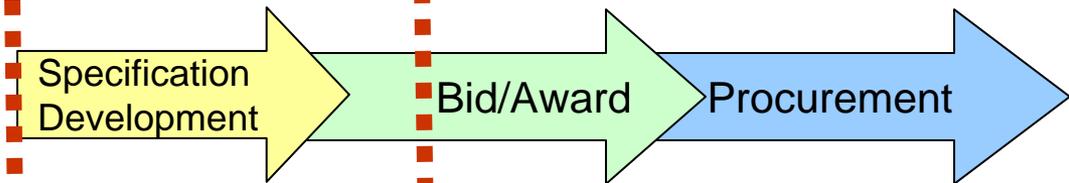
Project Development Flow Chart

← **Not Committed** **Committed** →

Capital Projects



Transit Procurement



Option 1

Option 2

Committed Projects by Development Phase (Using T2035 Projects)

Capacity Increasing, Greater than \$50 million

	T2035 # of Projects	Option 1 # of Projects	Option 2 # of Projects
Planning	13		
Environmental	21		
Design	17	17	
Right-of-Way	5	5	
Construction	14	14	14
Total Count	70	36	14

Notes: (1) Additional T2035 projects may have progressed to construction

(2) Some projects included in the numbers above are deemed committed because they are Prop.1B CMIA or TCIF projects

Changes After Environmental Phase

- Staff reviewed 16 projects (8 highway and 8 transit)
 - Costs range from \$40 million to \$7.6 billion
 - Highway project average cost: \$260 million
 - Transit project average cost: \$1.7 billion

Highway Projects
Marin-Sonoma Narrows
Caldecott Tunnel
Sonoma US 101 - Steele Lane to Windsor River Road
I-80 SR4 to Carquinez EB & WB HOV Gap Closure
I-580 EB HOV from East of Greenville Rd to Hacienda Dr.
I-580 WB HOV Lane Project
I-880/SR 92 Interchange Reconstruction Project
US 101 HOV Lanes from Lucky Dr. to North San Pedro

Transit Projects
BART to Warm Springs
BART to SFO
BART to San Jose, Santa Clara
Oakland Airport Connector
SMART
Central Subway
Muni Third Street Light Rail IOS
BART Central CoCo Crossover

- Cost increases common
 - Transit project average increase ~50%
 - Highway project average increase ~30%
- Cost increases vary, but often significant
 - For highway, cost increases averaged \$30 million
 - For transit, cost increases averaged \$500 million

Projects Exempt from SB 375

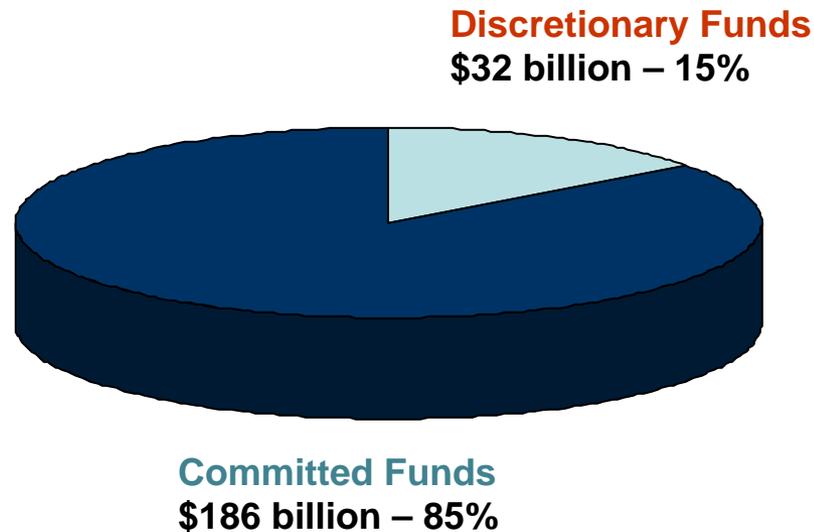
- SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or APS if they are:
 - Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
 - Funded pursuant to the Highway Safety, 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 change the Metropolitan Planning Organization's (MPO's) project selection authority for the Regional Transportation Plan (RTP)

Threshold Criteria for Determining Committed Funds

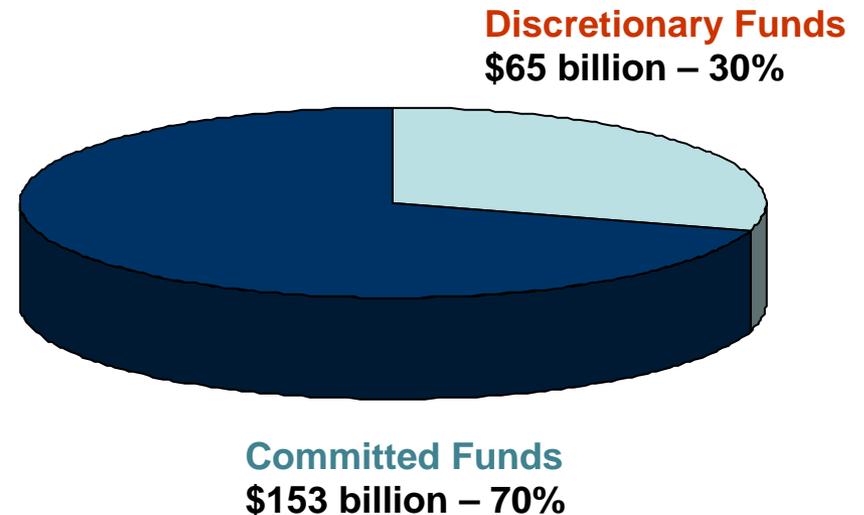
T2035 Criteria	Proposed Criteria for Plan Bay Area
<p><i>Locally generated or locally subvented funds are committed.</i></p>	<p>No change</p>
<p><i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i></p>	<p>Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency</p> <p>Discretionary funding is defined as:</p> <ul style="list-style-type: none"> Subject to MTC programming decisions Subject to compliance with Commission allocation conditions

Committed v. Discretionary Funds (Using T2035 Revenues)

Transportation 2035 Committed Policy



Plan Bay Area Proposed Committed Policy



Total Revenues: \$218 billion

Committed Funds

Federal

- FTA New Starts Program
- FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)
- FTA Bus & Bus Facilities Program
- FTA Section 5310 Elderly & Disabled
- FTA Small Starts
- FHWA 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

*Funds previously considered committed in T2035

Schedule

Draft Committed Policy reviewed by Advisory Groups	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 Committee	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning Committee and Commission	April 8, 2011 (Planning Committee) April 27, 2011 (Commission)