Date:	April 26, 1989	
W.I.:	1001.40.01	
W.A.:	0573r	
Referred By:	WPPRC	
Revised:	07/31/91-C	07/24/96-C
	07/28/99-C	07/26/00-C
	04/24/02-C	04/26/06-C
	01/23/08-C	

ABSTRACT

Resolution No. 2004, Revised

Adoption of MTC Bridge Toll Revenue Allocation Policy.

This resolution was revised on July 31, 1991 to make assumptions and policies governing East Bay Rail Extension Reserve funds consistent with MTC Resolution No. 1876, Revised.

This resolution was revised on July 24, 1996 to include eligible federally funded transit projects selected for programming outside the transit capital priorities process and to delete language referring to events which have already occurred.

This resolution was revised on July 28, 1999 to establish programming priorities and to institute a timely use of funds policy for the programming of Net Toll Revenues.

This resolution was revised on July 26, 2000 to establish interim programming and allocation policies for 5% State General Fund Revenues and 2% Bridge Toll Revenues and to clarify the scope of the timely-use-of-funds policy.

This resolution was revised on April 24, 2002 to establish a reporting requirements and performance measure that ferry services must meet in order to receive 5% State General Fund Revenues or Five Percent Bridge Toll Funds.

This resolution was revised on April 26, 2006 to amend the policy for programming the FY 2005-06 through FY 2007-08 AB 664 Net Bridge Toll Revenues, as outlined under Attachment A, Policies, No. 2, to acknowledge the FY 2005-06 through FY 2007-08 Transit Capital Priorities (TCP) programming exceptions, and match transit capital projects funded with FTA Section 5307 and 5309 Fixed Guideway funds proportionately, without regard to TCP score.

This resolution was revised on January 23, 2008 to extend the amendments to the policy previously adopted for programming the FY 2005-06 through FY 2007-08 AB 664 Net Bridge Toll Revenues to FY 2008-09.

Further discussions of the policies are contained in the MTC "Staff Evaluation" dated April 6, 1989, MTC Executive Director Memoranda dated July 11, 1991, July 12, 1996, July 28, 1999, July 12, 2000, and April 10, 2002, and Programming and Allocations Committee summary sheets dated April 12, 2006 and January 9, 2008.

Date: April 26, 1989
W.I.: 1001.40.01
W.A.: 0573r
Referred By: WPPRC

Re: Bridge Toll Revenue Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 2004

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, with the toll increase authorized by Regional Measure I, approved by the voters on November 8, 1989 (hereinafter "Regional Measure I"), not less than ninety percent of the revenues from the toll increase on Class I vehicles on the San Francisco/Oakland Bay Bridge shall be allocated by MTC pursuant to Government Code § 30919 for rail transit extension and improvement projects which reduce vehicular traffic congestion on that bridge; and

WHEREAS, 3% of the revenues from the Regional Measure I toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Government Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, MTC wants to establish a bridge toll revenue allocation policy to guide its review of applications for the allocation of bridge toll revenues; now, therefore, be it

RESOLVED, that MTC adopts the bridge toll revenue allocation policy as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Rod Diridon, Chairperson

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Santa Rosa, California on April 26, 1989.

Date: April 26, 1989
W.I.: 1001.40.01
W.A.: 0573r
Referred By: WPPRC
Revised: 07/31/91-C 07/24/96-C
07/28/99-C 07/26/00-C
04/24/02-C 04/26/06-C
01/23/08-C

BRIDGE TOLL REVENUE ALLOCATION POLICY

Definitions

1. "Net Toll Revenues" refers to those revenues collected from the July 1, 1977 toll increase imposed on the Bay, Dumbarton, and San Mateo Bridges by Assembly Bill 664, codified at Streets and Highways Code §§ 30880 et seq. These revenues must be allocated by MTC to capital projects which further the development of public transportation systems in the vicinity of toll bridges. In practice, revenues are collected from a 20 cent commute ticket toll on all three bridges, a 25 cent Class I toll on the Bay Bridge, and a 5 cent Class I toll on the Dumbarton and San Mateo Bridges.

2. "MTC Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge.

3. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors.

4. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation.

5. "Northern Bridge Group 2% Reserve" is funded by 2% the SB 226 toll increase revenues raised on the Antioch, Benicia/Martinez, Carquinez, and Richmond-San Rafael Bridges. These revenues must be allocated by MTC for projects to reduce vehicular traffic congestion on any of the bridges in this group. These revenues must be allocated solely for the capital planning, construction, and acquisition of rapid water transit systems.

6. "Southern Bridge Group 2% Reserve" is funded by 2% of the SB 226 toll increase revenues raised on the Bay, Dumbarton, and San Mateo Bridges. These revenues must be allocated by MTC for projects to reduce vehicular traffic congestion on any of the bridges in this group. These revenues must be allocated solely for the capital planning, construction, and acquisition of rapid water transit systems.

7. "Resolution No. 3434" refers to the region's adopted Regional Transit Expansion Program.

Assumptions

1. Net Toll Revenues raise roughly $12 million annually. Eligible projects include those transit capital projects which are sponsored by operators providing either transbay service or feeder functions to transbay service.

2. The 70/30 ratio which MTC has employed to apportion Net Toll Revenues between East and West Bay transit operators is based on the home origin of transbay commute trips. When Caltrans updates its study of trip origins, the results will be incorporated into a new apportionment ratio.

3. Since local match needs are tied to the receipts of federal and state capital grants, they will continue to arise in a discontinuous manner. In some years matching needs may fall short of the annual apportionment of Net Toll Revenues, while in other years needs may exceed it.

4. The East Bay Rail Extension Reserve will collect roughly $7 million annually.

5. The West Bay Rail Extension Reserve will collect roughly $3 million annually.

Objectives

1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.

2. Maximize the use of Net Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).

3. Sustain commitments made regarding allocations of new revenues.

4. Secure the financial integrity of the Resolution No. 3434 Program.

Policies

1. Continue the existing 70/30-apportionment ratio for Net Toll Revenues.

2. The first priority for Net Toll Revenues is to match transit capital projects programmed federal and/or state formula funds in the Transportation Improvement Program (TIP). Federal and state formula funds include the following: FTA Sections 5307 and 5309 Fixed Guideway, FHWA Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) (e.g. state STP) funds. Projects are programmed Net Toll Revenues in descending Transit Capital Priorities (TCP) score order, regardless of the federal formula fund source, but may be subject to prior programming agreements (e.g. MTC's Resolution No. 2672 agreement with BART). If Net Toll Reserves are insufficient to match projects with the same TCP score, MTC will consider, among other things, the availability of other local revenue sources to determine an operator's local matching needs.

   For FY 2005-06 through FY 2008-09 the Net Toll Revenues will proportionately match all capital projects funded with Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds.

3. Net Toll Revenue Account fund balances remaining after funding capital matching needs may be used for funding transit capital projects programmed federal earmarks or ones not supported by existing federal and state programs, or any other projects consistent with the Net Toll Revenues' enabling legislation. However, it is operators' responsibility to secure local revenues before they pursue federal discretionary funds. Operators shall not presume the region will automatically pledge regional funds to match federal earmarks.

4. Net Toll Revenues are to be programmed as local match funds to projects receiving federal assistance. Recipients should not presume the availability of these revenues to overmatch any federally funded projects (e.g. exceeding the 20% matching ratio.)

5. Net Bridge Toll Revenues are to be programmed over a three-year period, with new programming and updates done on a biennial basis, consistent with the federal TIP programming cycle. Similar to the flexibility allowed under the STP/CMAQ program, where second and third year projects may be advanced to the first year for implementation, an operator may request MTC to advance Net Toll Revenues for programmed projects, as long as funds are available for allocation, (e.g. an operator who is programmed Net Toll Revenues in the third year of the TIP and wishes to exercise pre-award authority for these match funds may request MTC to release the funds.) MTC will determine funding availability and will consider whether there is a need for the advancement.

6. All projects programmed Bridge Toll Revenues are subject to the following timely use of funds (TUF) policy. Full disbursement of funds must be completed within three years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. For example, funds allocated in FY 1998-99 must be fully disbursed by June 30, 2002. Any unspent funds at the end of September 30, 2002 (which includes a 3-month grace period) will automatically revert to the appropriate Bridge Toll Revenue account.

7. To the extent feasible and required, maintain MTC's commitment to Resolution No. 3434 projects from the Rail Extension Reserve. Funds may be allocated on either a pay-as-you-go basis or towards debt service from revenue bonds.

8. Program 5% State General Fund Revenues from the northern and southern bridge groups to ABAG for administration of the San Francisco Bay Trail project at the same funding level as in previous years.

9. Program the remainder of the 5% State General Fund Revenues from the northern and southern bridge groups to support the continued operations of the Alameda/Oakland, Harbor Bay and Vallejo ferry services for a three year period (through FY 2004-05) or other regional priorities as determined by the Commission, including bicycle projects. At the end of the three-year period and for each subsequent year, ferry services will need to have demonstrated a 40% farebox recovery ratio (the regional average for all publicly-operated services during for the period from 1996 to 2000) in order to ensure continued funding for operations. An operator may meet this requirement based on their average farebox recovery for the most recent three-year period for which National Transit Database statistics are available or their annual farebox recovery for the most recent year for which data is available.

   If an operator is unable to meet the performance measure, the funding that would have gone to the ferry operator could be directed by the Commission to a transit service/route that reduces vehicular congestion in one of the bridge group corridors, and has demonstrated the ability to meet the 40% farebox requirement. The service could be ferry or another transit mode, provided that the service/route can meet the performance measure. At least forty percent of the Five Percent funding must directed toward ferry operations or capital as required.

10. Program 2% Bridge Toll Revenues from the northern and southern bridge groups, upon application by project sponsors, to ferry capital improvement projects. Priority would be given to projects contained in the 1999 Ferry Plan Update, and to projects that maintain existing ferry services. Further, requests for capitalized maintenance projects within the 2% Bridge Toll program will receive a lower priority than replacement capital projects.