

EXISTING MAJOR REVENUE SOURCES

ITEM II A

Fund Source Distribution:

Fresno COG is funded primarily from three Federal fund sources: STP, CMAQ and TAP.

Because the current federal surface transportation authorization act, MAP-21, is nearing expiration, it is possible that the next authorization act may alter the actual fund sources available for Fresno COG's existing programs. In this situation, Fresno COG staff will work with the member agencies to realign new fund sources with the funding commitments. Furthermore, due to strict funding availability and eligibility requirements, the member agencies must adhere to certain fund source limitations.

FEDERAL PROGRAMS

Program Name	Description	Flexible Funding Program (depending on eligibility)
Congestion Mitigation and Air Quality (CMAQ)	The CMAQ Program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Federal Clean Air Act.	Yes, COG Administered
Surface Transportation Program (RSTP)	The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and public bus terminals and facilities. A portion of the STP is already set aside for TAP and State Planning and Research.	Yes, COG Administered
Transportation Alternatives Program (TAP)	The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways. These funds are rolled into the State's ATP.	Yes, COG Administered
High Priority Projects Program (HPPP)	The High Priority Projects Program provides designated funding for specific projects (commonly referred to as demonstration or demo projects) identified by Congress and identified in SAFETEA-LU. The designated funding can only be used for the projects as described in the law. <i>Currently not an active program.</i>	No
Highway Safety Improvement Program (HSIP)	MAP-21 continues the HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	No
Highway Railroad Grade Crossing Program	This program is funded by contract authority from the Highway Account of the Highway Trust Fund and funds are derived from a set-aside of amounts calculated for apportionment to the Highway Safety Improvement Program (HSIP).	No
Metropolitan Planning	The purpose of Metropolitan Planning funds is to carry out the requirements of 23 U.S.C. 134 and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process.	No
National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	No
Transportation Investment Generating Economic Recovery (TIGER)	The TIGER Discretionary Grant program provides an to fund projects that have a significant impact on the nation, a region or a metropolitan area. This program is highly competitive.	No
Federal Transit Administration Section 5307 (Urbanized Area Formula Grants)	This program provides financial operating and capital purchase assistance to operators of urban public transportation services.	No
Federal Transit Administration Section 5309 (Fixed Guide way Capital Investment Grants)	This is FTA's primary grant program for funding major transit capital investments, including rapid rail, light rail, bus rapid transit, commuter rail, and ferries.	No
Federal Transit Administration Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)	This program provides funding to private non-profit corporations for capital expenses to support the provision of transportation services to meet the needs of elderly and disabled persons.	No
Federal Transit Administration Section 5311 (Rural Area Formula Grants)	This program provides formula-based funding through the State to urban areas with a population fewer than 50,000. The funds are for capital and/or operating assistance.	No

STATE PROGRAMS

Program Name	Description	Flexible Funding Program (depending on eligibility)
Local Transportation Funds	Local Transportation Funds (LTF) are derived from the 1/4 cent of the statewide sales tax and are returned to local governments for transportation purposes with public transportation being the primary focus. This money comes back to local governments for funding of bicycle and pedestrian facilities, public transportation, or streets and roads. The LTF is distributed to each city and unincorporated areas based on population.	Possibly

Prop 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006	As approved by the voters in the November 2006, Prop 1B is a state general obligation bond for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, school bus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvements, congestion relief, and traffic safety.	ITEM II A No
State and Local Partnership Program (Prop 1B)	Proposition 1B authorized \$1 billion to be deposited in the State-Local Partnership Program (SLPP) Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency.	No
The Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	Proposition 1B authorized \$4 billion for the PTMISEA. Of this amount, \$3.6 billion is designated for allocation over a ten year period for public transportation projects that protect the environment and public health, conserve energy, reduce congestion, and increase mobility and access. The \$3.6 billion is to be distributed by formula based on population or revenue to transit operators for capital projects. Funds shall be available for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation or replacement.	No
State Route 99	Proposition 1B authorized \$1 billion to be available to Caltrans, upon appropriation in the annual Budget Bill by the Legislature, for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 Corridor in the San Joaquin and Sacramento Valleys.	No
Regional Choice Program (STIP)	The STIP is split into two programs: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). 75% of the overall STIP funding goes to regional authorities to pay for accepted <u>RTIP</u> projects 25% of the overall STIP funding is used to pay for <u>ITIP</u> projects, as determined by Caltrans.	Possibly, but the STIP is currently fully programmed against the infrastructure projects in the Measure C program
State Highway Operation and Protection Program (SHOPP)	The purpose of the State Highway Operation and Protection Program is to maintain the operational integrity and safety of the State highway system. Unlike STIP projects, SHOPP projects may not increase roadway capacity. There is no formula for allocating SHOPP revenues.	No
State Transit Assistance Fund	The State Transit Assistance fund (STA) is derived from a portion of the Motor Vehicle Fuel Tax to support public transportation services. The STA is apportioned through the RTPA's to their member agencies on a population basis, although some funds are apportioned directly to transit operators based on their fare box revenues and cannot be used for streets and roads.	No

LOCAL PROGRAMS

Program Name	Description	Flexible Funding Program (depending on eligibility)
Fresno County Local Sales Tax--(Measure "C" Funds)	In 2006 voters of Fresno County approved a 20 year extension of a 1/2 percent local sales tax (Measure "C") for transportation purposes. The tax revenues are allocated to local agencies for a wide variety of transportation programs and projects on their respective local transportation networks. The FCTA provides the oversight of these funds.	No
City/County Revenue Funds	There are a number of transportation funding sources which have their origins in city sources. These include general fund revenues used for street purposes, revenues derived from use of gas tax, proceeds from bond sales for street purposes, street assessment levies and traffic safety fund revenues used for street purposes.	Highly unlikely
Regional Transportation Mitigation Fee (RTMF)	The Regional Transportation Mitigation Fee (RTMF) is part of the Measure "C" Extension approved by Fresno County voters in 2006. The RTMF is intended to ensure that future development contributes to its fair share towards the cost of infrastructure to mitigate the cumulative, indirect regional transportation impacts of new growth in a manner consistent with the provisions of the State of California Mitigation Fee Act. The fees will help fund improvements needed to maintain the target level of service in the face of higher traffic volumes brought on by new developments.	No

<u>OTHER POSSIBLE FUTURE REVENUE AND FUNDING OPPORTUNITIES</u>		
Program Name	Description	Flexible Funding Program (depending on eligibility)

Environmental Enhancement and Mitigation Program	Applicants may apply for these funds to undertake environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities. Competitive process.	No	ITEM II A
Benefit Assessment District Fees	An assessment district is an area of land specifically benefiting from a public improvement. An assessment is levied against each parcel benefited by the improvement, in proportion to the benefit. Bonds are then sold to finance the improvements, and the land owners in the assessed districts repay the bonds over time.	No	
Cap and Trade Funds	The cap and trade program is a key element in California's climate plan. Under a cap-and-trade system, companies must hold enough emission allowances to cover their emissions, and are free to buy and sell allowances on the open market. California held its first auction of greenhouse gas allowances on November 14, 2012.	Possibly	
Congestion Pricing Strategies	Congestion-pricing (also known as peak-hour pricing) involves charging higher fees or fares to transportation system users during peak hours.	Unlikely	
"Local" Motor Vehicle Fuel Tax	SB 215 gives counties the ability to hold general elections to determine if taxing "local" sales of motor vehicle fuel (gasoline, diesel) is a desired local option to finance their regional transportation network. Fuel consumption is related to road use, thus heavier users bear a higher burden of the cost commensurate with actual use. Motor fuel taxes are tied to fuel prices that tend to rise with inflation.	Possibly	
Motor Vehicle Taxes and Fees (Statewide, Regionally or Locally)	There are an array of fees and taxes on motor vehicles which could possibly be increased and implemented statewide, regionally or locally to generate transportation funds. One of the drawbacks to this approach involves the need for enabling legislation (statewide, regionally or locally).	Possibly	
Public and Private Parking Fees	This mechanism includes increasing public and private parking charges and instituting parking fees where parking is now free. Parking pricing has been shown to be one of the most significant factors in reducing drive-alone trips and is used as a common transportation demand management strategy.	Possibly	
Strategic Growth Council (SGC) Sustainable Communities Planning Grants	The principal goal of this grant program is to fund the development and implementation of plans that lead to significant reductions in greenhouse gas emissions (GHGs). This grant program is meant to foster the development of sustainable communities throughout California. It is designed to help local governments meet the challenges of adopting land use plans and integrating strategies to transform communities and create long-term prosperity.	Possibly	
Recreational Trails Program	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects.	No	
Vehicle Miles Traveled Fee	This financing mechanism is a vehicle use fee based on the number of miles driven.	Possibly	
Emissions Fee	An emissions fee could work in a manner similar to the Vehicle Miles Traveled fee program except that user charges could be based on the levels of emissions rather than miles traveled.	Possibly	