

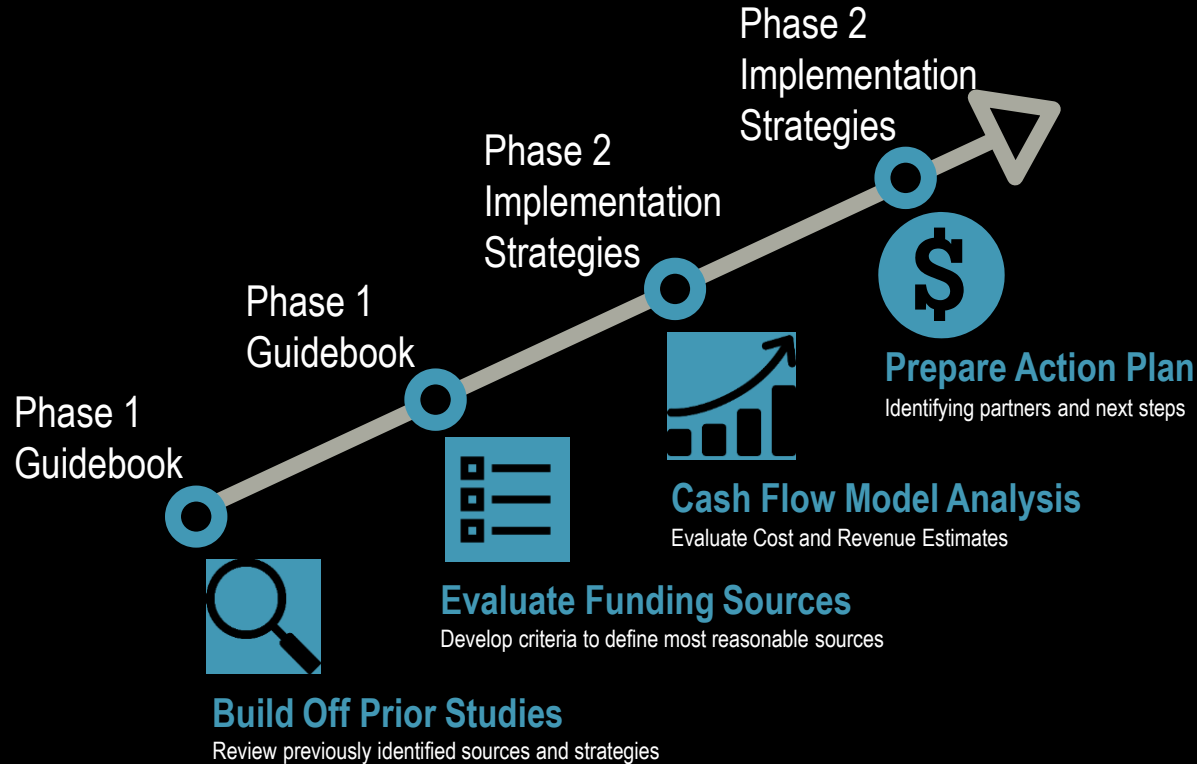


Cottonwood Canyons Transportation Action Plan - Funding Development

April 1, 2019



Funding Development Process



Funding Development Process

Phase 1: Guidebook

- Matrix of Potential Sources
- Existing Local Funding Conditions
- Evaluation Criteria
- Define Source by Project Type
- Evaluate P3 Opportunities

Phase 2: Implementation Strategies

- Incorporate Program of Projects
- Define Implementation Scenarios
- Cash Flow Modeling
- Next Steps Action Plan



Identify Funding Sources - Examples

Existing Canyon Revenue Streams

Sales Tax

State Funds

Federal Formula Funds

Local Jurisdiction Funds

Public Utility Funds

Special District Funds

Discretionary Options

Federal Transit Administration

Federal Highway Administration

US DOT

State/Regional Grants

Foundation Grants

Dedicated Revenue Options

User Fees

Toll Revenues

Local or Special Service District

Zoo, Arts & Parks Tax

Impact Fees

Sales Taxes

Transient Room & Lodging Tax

Rental Car Fees

Vehicle Registration Fees

Project-Specific Revenue Options

Tax Increment Financing

Special Assessments

Joint Development

Air Rights

Sponsorships

Naming Rights

Developer Contributions

Matching Categories & Funding - Example

- Gateway City Strategic Plan Goals
 - Mobility, accessibility, and reduced congestion
 - Expanded mode choices/reduced SOV use
 - Air quality/GHG emissions
 - Economic development
 - Land use and transportation integration
 - Sustainability
 - Quality of life

Strategic Transportation Plan

Metro GATEWAY CITIES
council of governments

DASHBOARD Strategic Transportation Plan Overview

Freeways

Arterials

Transit

Active Transportation

Goods Movement Technology

Stormwater Treatment

Models

Funding & Finance

Local Solutions Leading to a 21st Century Multi-Modal Transportation System

Matching Categories & Funding - Example

Evaluation Criteria and Weighting

ID	Program	Description	Project Category	Relevance to Purpose & Need	Historical Use of Source for Similar Projects	Political Support	Revenue Yield	1=Low 2=Moderate 3=High
				CRITERIA				SCORE
Federal Programs				20%	15%	25%	40%	
F1	Projects of National and Regional Significance	Competitive: provides funding in FY 2013 only for critical high-cost surface transportation capital projects that will accomplish national goals.	Highways & Interchanges	3	2	2	2	2.20
			Intersections/Streets	1	1	1	1	1.00
			ITS/Signal Systems	1	1	1	1	1.00
			Freight	3	2	2	3	2.60
F2	UDOT TIGER Program	Competitive program: Supports implementation of "shovel ready" infrastructure projects, including highways, bridges, public transit, passenger and freight rail, port infrastructure, and intermodal facilities.	Highways & Interchanges	3	3	3	1	2.20
			Intersections/Streets	3	3	3	2	2.60
			Non-Motorized	2	2	2	2	2.00
			ITS/Signal Systems	3	3	3	2	2.60
			Transit	3	3	3	2	2.60
			Freight	3	3	3	2	2.60
F3	National Highway Performance Program	Supports the condition and performance of the national highway system including the construction of new facilities	Highways & Interchanges	3	2	2	2	2.20
			Streets/Intersections	1	1	1	1	1.00
			Non-Motorized	2	2	2	2	2.00
			Transit	2	2	2	2	2.00
			ITS/Signal Systems	2	2	2	2	2.00
F4	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ)	Funds projects that contribute to the attainment of national ambient air quality standards with a focus on ozone and carbon monoxide.	Highways & Interchanges	3	3	3	2	2.60
			Streets/Intersections	3	3	3	2	2.60
			Non-Motorized	3	3	3	2	2.60
			ITS/Signal Systems	3	3	3	2	2.60
			Transit	3	3	3	2	2.60
			Freight	3	3	3	2	2.60
F5	FHWA Surface Transportation Program (STP)	Program with the broadest eligibility criteria. Funds can be used on any of the following: Federal-aid highway; bridge projects; transit capital projects; non-motorized paths, and bridge and tunnel inspection.	Highways & Interchanges	3	3	3	1	2.20
			Streets/Intersections	3	3	3	1	2.20
			Non-Motorized	3	3	3	1	2.20
			ITS/Signal Systems	3				
F6	FHWA Transportation Alternatives Program (TAP)	New program under MAP 21 that provides funding for transportation alternatives.	Highways & Interchanges	1				
			Streets/Intersections	1				
			Non-Motorized	3				
			ITS/Signal Systems	1				
			Transit	1				

Summary Results

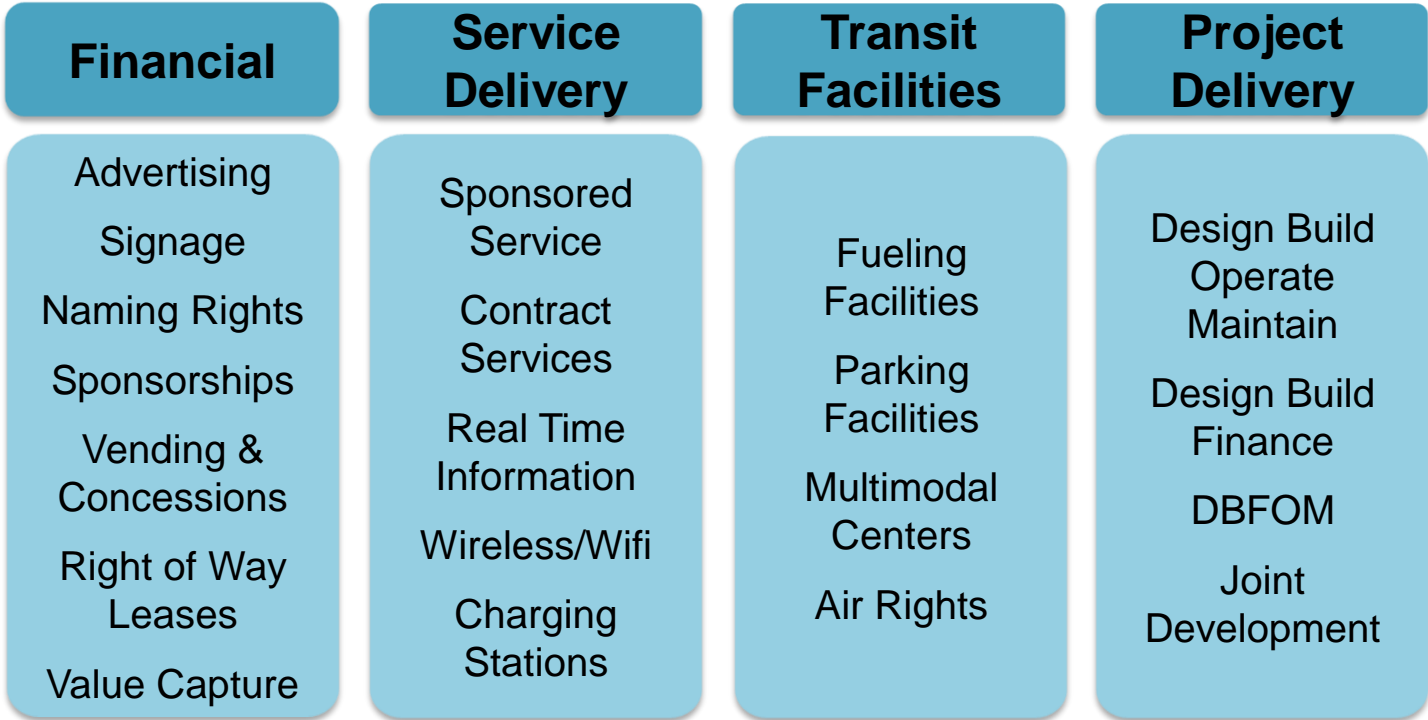
ID	Federal Program	Highways & Interchanges	Streets / Intersections	ITS/Signal Systems	Transit	Freight	Non-Motorized
F1	FHWA Projects of National and Regional Significance						
F2	USDOT TIGER Program						
F3	FHWA National Highway Performance Program						
F4	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ)						
F5	FHWA Surface Transportation Program (STP)						
F6	FHWA Transportation Alternatives Program						

Matching Categories & Funding - Example

- Capital costs: \$25 Billion over 30 years
- Funding and financing options
 - Assessed 58 sources
 - Federal, state, regional, local, and private
 - Tolling and managed lane options
- Classified sources by status

	Number of Sources	Advanced for Further Consideration	Highways & Interchanges	Streets / Inter-sections	Non-Motorized	ITS / Signal Systems	Transit	Freight
Federal	19	17	7	4	5	6	11	9
State	14	9	5	3	0	4	5	2
Regional/ Local	15	11	9	9	6	9	10	3
User Fees	10	5	3	1	1	2	2	4
Total	58	42	24	17	12	21	28	18

Evaluate “P3” Opportunities



Small to Medium

Large

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Phase 2 – Implementation Strategies

CASH FLOW MODEL STEPS



Targeted Funding Sources (Phase 1)



Estimate Potential Funding by Source



Incorporate Preferred Project by Category



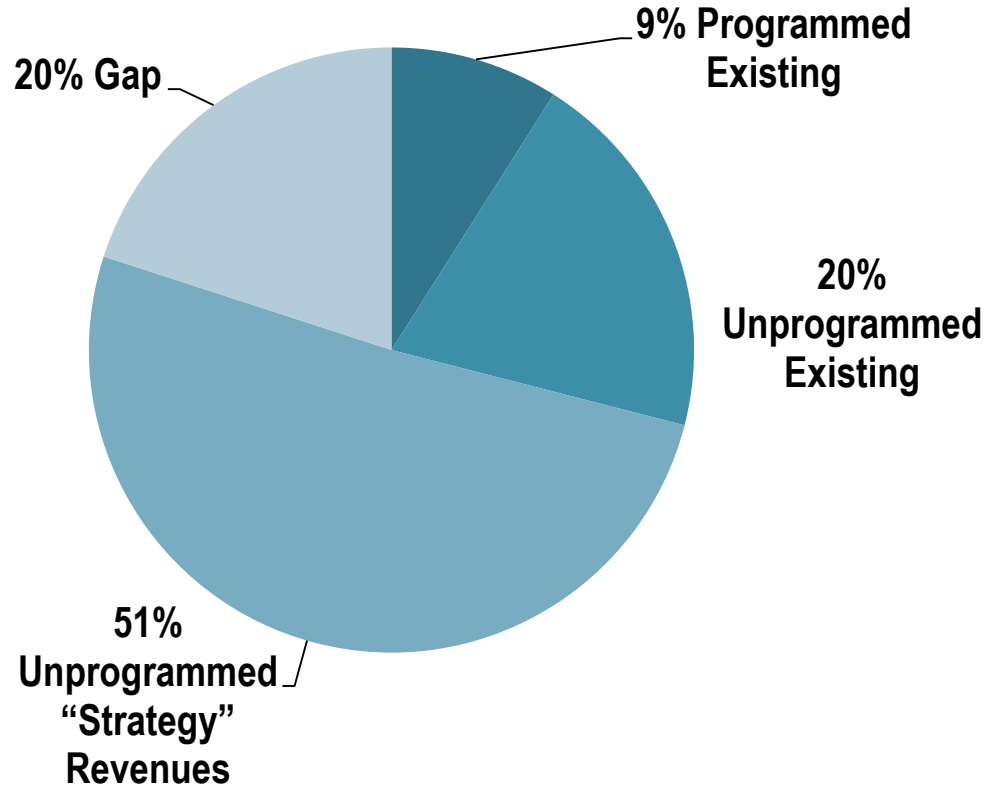
Evaluate Scenarios and Conceptual Funding Strategies



Develop Next Steps Action Plan

Gateway Cities – Example Conceptual Strategies

Status of Capital Revenue Sources: \$25 Billion



Sources, by Status

Category A: Existing Programmed

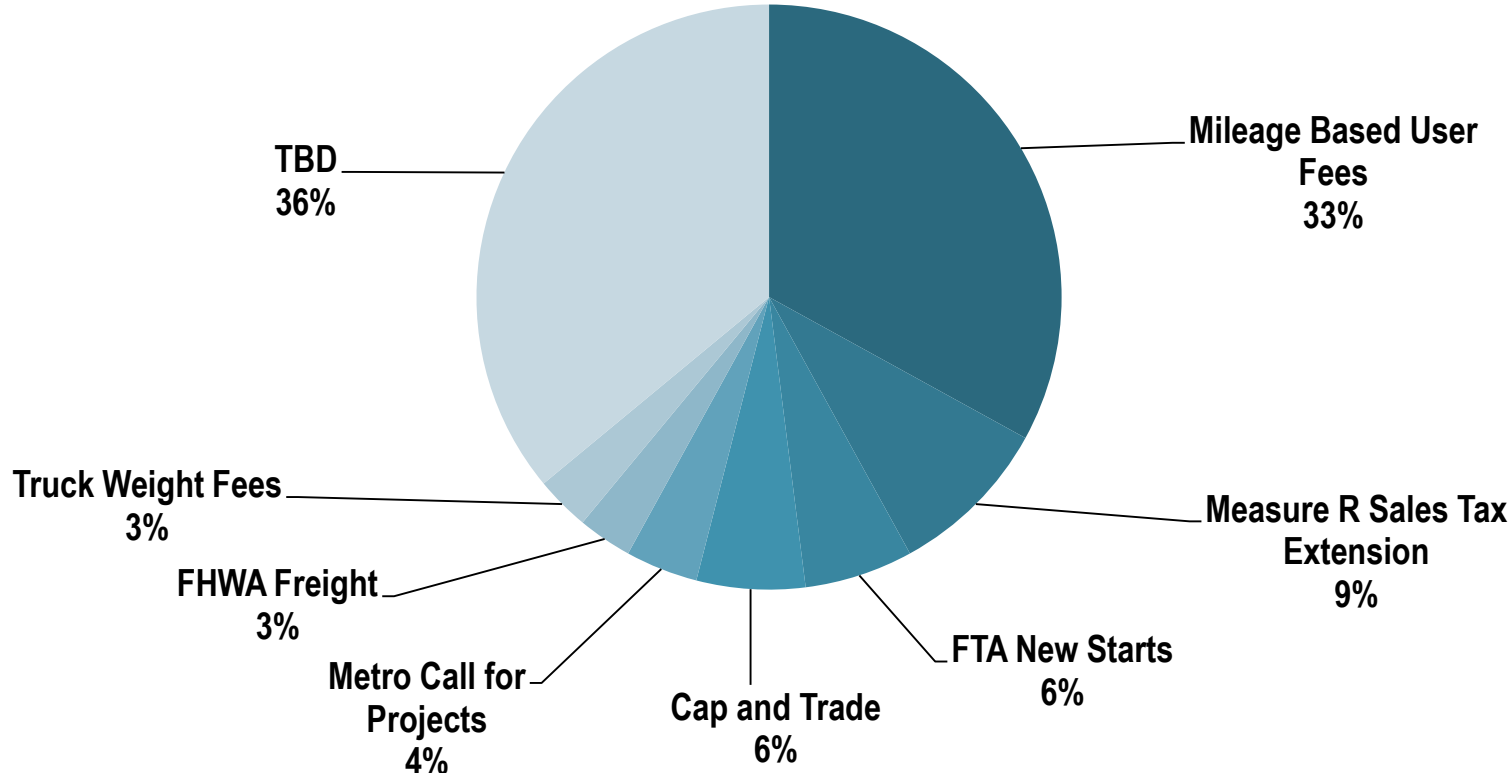
Category B: Existing Unprogrammed

Category C: "Strategic" - require new legislation or voter approval

Category D: GAP – new funding sources to be identified

Gateway Cities – Example Conceptual Strategies

Key Proposed Capital Revenue Sources: \$25 Billion



Gateway Cities Example – Conceptual Strategies

Funding Status, by Mode

MODAL ELEMENT	SHARE OF TOTAL PROGRAM	% OF FUNDING PROGRAMMED OR AVAILABLE	% FUNDING GAP
Freeways	52%	14%	86%
Arterials	3%	64%	36%
Transit	28%	50%	50%
Goods Movement	10%	37%	63%

Gateway Cities Example – Next Steps Action Plan

- Recommend Early Action Funding Initiatives
 - CIPP: Community Infrastructure Partnership Program
 - California Cap and Trade Program Grant Opportunities
 - FHWA Connected Vehicle Pilot Program
- Federal Legislative Initiatives
- State and Local Initiatives



Gateway Cities Example – Next Steps Action Plan

- Cap and Trade Revenue Allocation Program
- New state revenues targeted to reducing carbon emissions (GHG)
 - Zero emission transportation technology
 - New transit service
 - Active transportation
- Annual revenues could exceed \$2 - \$3 Billion
- GCGOG has established Sustainability Committee to coordinate efforts to access revenues

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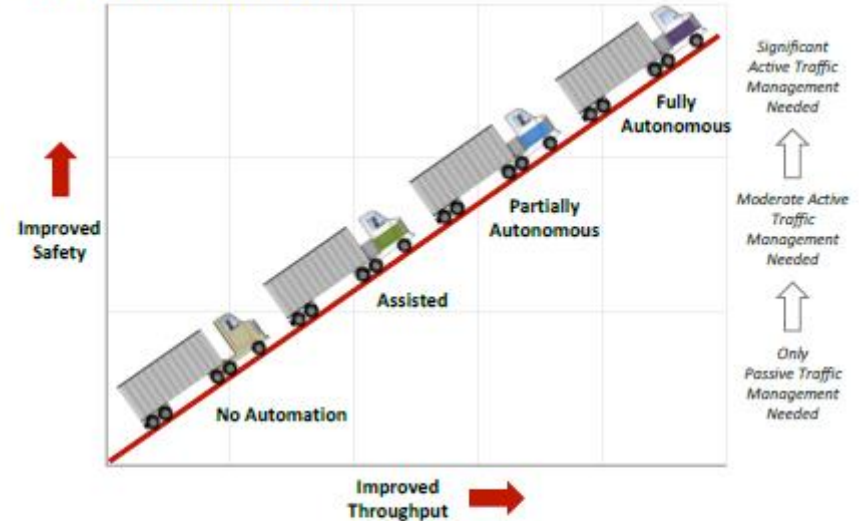
Gateway Cities Example – Next Steps Action Plan

- FHWA Connected Vehicle Pilot Program
 - Platooning Demonstration Project
 - Connected Vehicle Pilot Program on I-710
 - On-board sensors, cameras, GPS, and telecommunications equipment
 - Safety-critical control without direct driver input (steering, braking, throttle)

Automated Truck Types



Safety and Throughput Advancement



Lessons Learned

- There are no “silver bullets”
- Maintain flexibility to accommodate changes
 - Project definition
 - Funding levels and sources
 - Legislative and institutional constraints
 - Political realities
- Develop strategies to secure most realistic funding opportunities
- Recognize that the financial planning is an ongoing process

Thank you for your time

QUESTIONS?