Management Committee Work Group

September 9, 2020

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Agenda

- Welcome
- Updates and Announcements
- **Policy Questions (Open Discussion)**
- **Peer Region Analysis**
- **Needs Catalog**
- Look Ahead: Upcoming Policy Committee Items
- Feedback from Member Agencies
- Other Items

Peer Region Analysis

Peer Region Analysis

- Comparative region overview
- RTP planning characteristics, best practices
- Peer funding portfolios and comparative revenue analysis
- Plan development process, including scenario and trade off analysis

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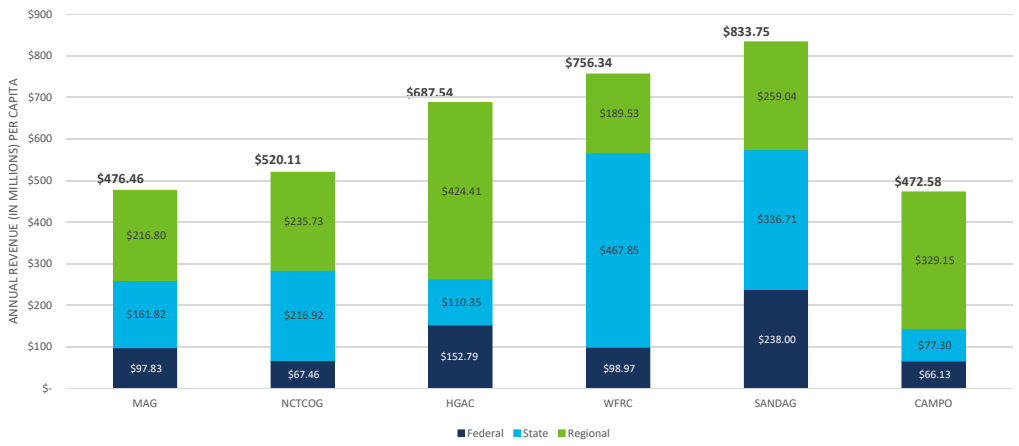
Peer Region Analysis Highlights

- Peer regions are outpacing MAG in transportation investment with more robust regional funding sources and more significant state-generated revenues.
- As federal and state revenues decrease in value and erode in size, pressure will continue to increase on regional sources to deliver growing transportation needs.
- Operations and maintenance is commonly funded across various funding sources.
- Opportunities to leverage other revenues (e.g., P3)
- Scenario planning important in weighing trade offs and informing policy decisions.

Total Per Capita Revenue by Peer Agency
(Annualized in YOE Dollars)



Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045

Peer Agency Regional or County Taxes

				Council
Tax Type	Sales	Sales	Sales	Property
Tax Amount	- Two 0.5% sales taxes combined up to 1% - 1% DART – Transit Sales Tax	- 0.5%	- Four 0.5% sales taxes totaling 2%	- 1.6%
Applicability	- Most cities within NCTCOG boundary have at least one sales tax - DART contributing agencies *Texas state regulations limit the amount of additional local sales taxes (2%) any one agency within the state can implement.*	San Diego County; funding must be used for projects in TransNet-specific Plan.	LA County; each funding initiative has specified focus areas the funding can be spent on.	Region-wide; primarily used to fund transit debt and projects.

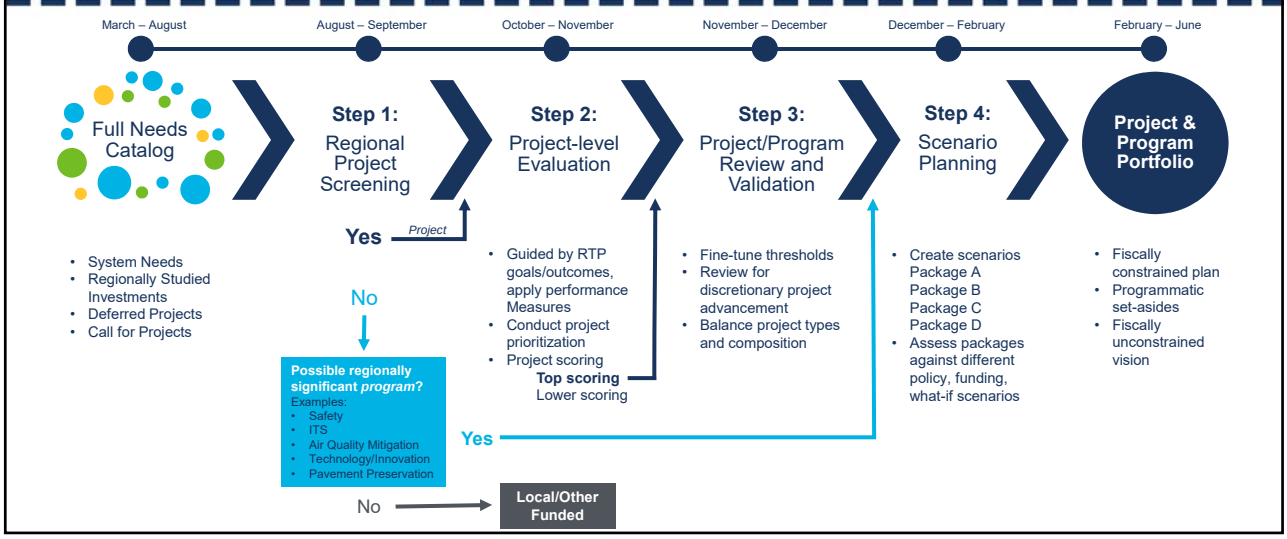
Peer Agency Transit Sales Tax

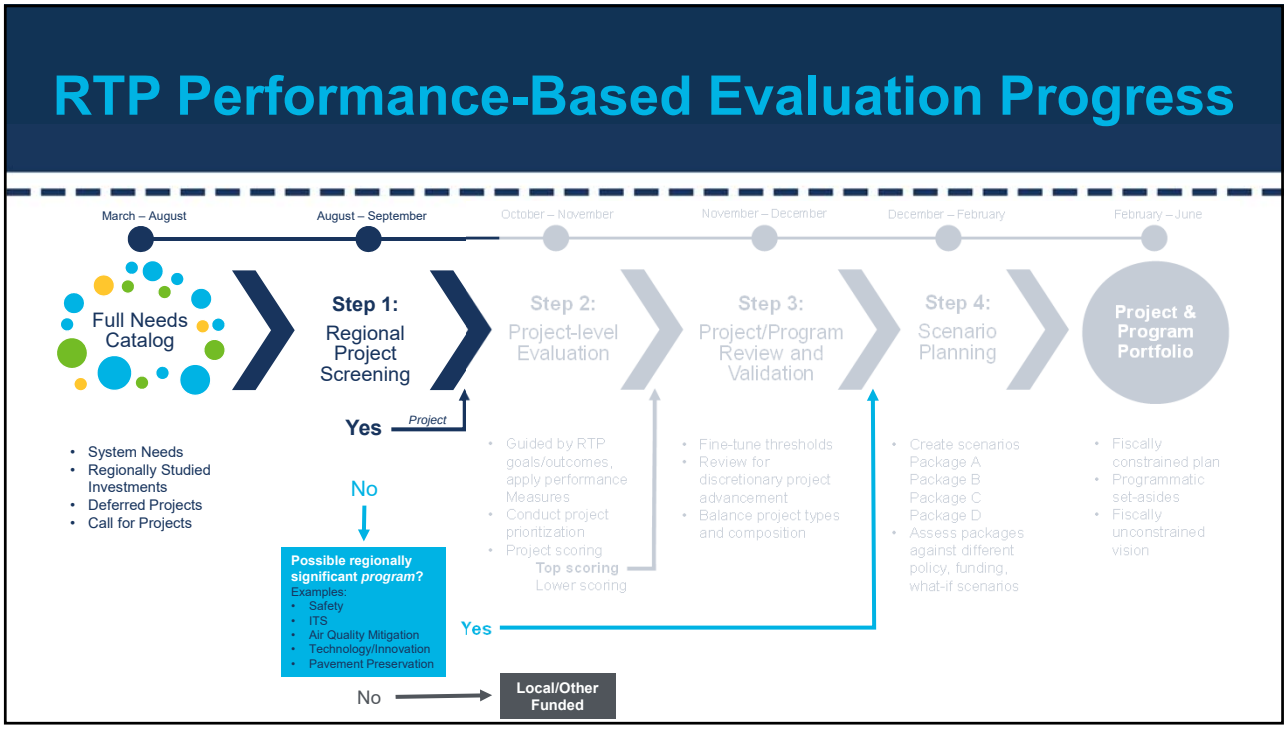
Does not include other taxes (property, income, etc.)

	MAG	PSRC	MTC	DRCOG	WFRC
Sales Tax Amount	0.17% sales tax[1]	1.4% sales tax	0.5% sales tax	1.0% sales tax	Salt Lake County 2.5% sales tax
Agency that Controls Funds	Valley Metro	Sound Transit	BART and MTC	RTD	UTA
Applicability	Maricopa County	Sound Transit District	Alameda, Contra Costa, and San Francisco counties	Regional Transportation District	Salt Lake City County
	ARC	**CAMPO**	**HGAC**	**NCTCOG**	**CMAP**
Sales Tax Amount	1.0% sales tax	1.0% sales tax	1.0% sales tax	1.0% sales tax	1.25% tax in Cook County and 0.75% in DuPage, Kane, Lake, McHenry, and Will counties
Agency that Controls Funds	MARTA	Capital Metro	METRO	DART	Regional Transportation Authority
Applicability	Fulton, Clayton and DeKalb counties	Jurisdictions of all member agencies	City of Houston	Jurisdictions of all member agencies	Cook, DuPage, Kane, Lake, McHenry, and Will counties

Draft Needs Catalog (Version 1)

RTP Performance-Based Evaluation Steps





Draft Needs Catalog (Version 1)

- Compiles regionally studied needs, deferred Prop 400 projects, and agency RTP call for project submissions.
- Coordination ongoing with ADOT and Valley Metro on any additional system needs, gaps to add.
- Please review submissions: flag edits, duplicates, recommended potential program, etc.

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Step 1: Regional Significance

- Applied to Draft Needs Catalog
  - **Projects:** Identifies large, regionally significant projects to technically evaluate (freeway/highway, arterial corridor, high-capacity transit)
  - **Programs:** Reflects *existing* Prop 400-era programs, *expanded* Prop 400-era programs, and *new* program ideas
    - As the performance-based evaluation process evolves, individual program categories may be further consolidated or narrowed.
    - Explicit program policy definition/development will come after the RTP as part of implementation.

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For Discussion and Direction: Step 1 Regionally Significant Programs

Programs Recommended to Move Forward in Evaluation Process

- Active Transportation*
- Active Transportation Barrier Crossing
- ADA Paratransit*
- Air Quality*
- Bus Rapid Transit
- Commuter Rail
- Emerging Technology
- Freeway Management System*
- Freeway Operations and Maintenance
- Freight Improvements
- Intersection Improvements
- ITS*
- Local Roadway Turnbacks
- Pavement Preservation
- Regional Bus*
- Regional Commuter Bus*
- Regional Traffic Counts*
- Regional Transit Operations Support
- RideChoice*
- Safety*
- Transit Asset Management*
- Transportation Planning*
- TDM*
- Vulnerable Population Transportation*

Programs Recommended to Drop From Evaluation Process

- ADA Improvements
- Bridge Replacement/Rehab
- Bus Stop Improvements
- Circulator
- Complete Streets
- Freeway Art
- Light Rail Operations
- Micro-transit
- Pedestrian Shade
- Roadway Inspection and Maintenance
- Roadway Landscape
- Scalloped Streets
- Sign Replacement
- Streetlights
- Utility Relocation

*denotes a current Proposition 400-era program
Program insufficiently funded by HURF