REPORT

DATE: December 4, 2003

TO: The Regional Council,
The Transportation and Communications Committee

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SUBJECT: Operation Jump-Start and the 2004 Regional Transportation Plan

EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTIONS:
Dissociate "Operation Jump-Start" from the development of the 2004 Regional Transportation Plan. Further, direct staff to continue evaluating "Operation Jump-Start" as a process for facilitating the implementation of qualifying Plan projects.

SUMMARY:
The Regional Council along with the Transportation and Communications Committee were provided with an overview of "Operation Jump-Start" over the last several months. To further this education process, this memorandum is intended to provide clarification on the core objectives of "Operation Jump-Start" as well as to convey the differences between the "Operation Jump-Start" process and the development of the 2004 RTP.

BACKGROUND:
"Operation Jump-Start," as currently envisioned by SCAG, would serve as a vehicle to facilitate the implementation of projects included in the Region's adopted Plan and deemed capable of generating their own revenue streams. This implementation process does not establish what projects are to be included in the 2004 RTP; rather, projects already identified for inclusion in the adopted 2004 RTP would be evaluated at a later time to decipher the application of the "Operation Jump-Start" process.

What is the "Operation Jump-Start" process?

The "Operation Jump-Start" process includes three core objectives for facilitating the implementation of projects included in the Region's adopted Plan. The three core objectives include:

1. Creating an institutional authority for project implementation and management,
2. Facilitating access to innovative financing mechanisms, and
3. Accelerating state and federal environmental review processes.

Establishing the "Operation Jump-Start" process would expedite the delivery of user-fee backed projects proposed for the Region. In the face of sharp decreases in traditional funding sources and the growing need for critical mobility improvements throughout the Region, "Operation Jump-Start" would provide easier access to private dollars to leverage revenue bonds for major projects -- constructing them sooner, rather than later.

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Impacts from separating the "Operation Jump-Start" process from the development of the 2004 RTP

Previously identified projects, potentially qualifying for the "Operation Jump-Start" process, have been included in the Draft 2004 RTP without acceleration. Accordingly, there are no impacts on the analytical assessment of the current Draft 2004 RTP as a result of separating the two processes.

FISCAL IMPACT:
All work related to adopting the recommended staff action is contained within the adopted FY 03/04 budget and does not require the allocation of any additional financial resources.

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