

Metropolitan Transportation Commission Programming and Allocations Committee

July 11, 2018

Agenda Item 4a

Draft 2019 Transportation Improvement Program (TIP) and Draft Air Quality Conformity Analysis for Amended Plan Bay Area 2040 and the Draft 2019 TIP

Subject: Draft 2019 Transportation Improvement Program (TIP) and Draft Air Quality Conformity Analysis for Amended Plan Bay Area 2040 and the Draft 2019 TIP

Background: The Draft 2019 TIP includes more than 500 transportation projects with approximately \$13.2 billion in committed federal, state, regional and local funding over the four-year TIP period from FY2018-19 through FY2021-22, as well as over 200 projects shown for informational purposes. The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. As the federally-designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, Metropolitan Transportation Commission (MTC) is required by the California Department of Transportation (Caltrans) to prepare and adopt a regional TIP at least once every two years, concurrently with all other MPOs in the state. The 2017 TIP was adopted by the Commission on September 28, 2016 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 16, 2016. Although valid through December 15, 2020 from a federal perspective, Caltrans requires an update in 2018.

Investment Analysis

To further assist in the public assessment of the Draft 2019 TIP, and specifically to address the equity implications of the proposed TIP investments, MTC staff has conducted an investment analysis with a focus on low-income, minority and other disadvantaged populations. The key question addressed is: “Are the Bay Area’s disadvantaged populations sharing equitably in the TIP’s financial investments?” To answer this question, the investment analysis uses three methods:

- A population/use-based methodology to calculate the shares of 2019 TIP investments that will benefit low-income and minority populations and seniors, and compares those shares to the populations’ proportionate shares of the region’s population or trip-making as a whole;
- A qualitative discussion of regional investments and planning initiatives that support transportation by seniors and persons with disabilities; and
- Mapping overlays to analyze the geographic distribution of projects in the region including maps that highlight projects and investments that are likely to support our regional performance targets in five transportation-related equity measures from Plan Bay Area 2040.

The results of the population use-based analysis indicates that overall, the investments in the draft 2019 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households and racial/ethnic minorities. One exception worth noting is that the share of transit investments that support trips made by passengers living in low-income households falls somewhat short of these passengers’ relative share of the total trips taken. Another exception is that according to the disparate impact analysis, minority populations receive less per rider benefit than non-minority populations. These discrepancies related to transit investments are likely due to the effect that a handful of large transit projects have on the analysis such as the BART Car Replacement and

the Caltrain Electrification projects. The Investment Analysis and further details are available at:

https://mtc.ca.gov/sites/default/files/Draft_2019_TIP_Investment_Analysis.pdf, and a summary is attached. Staff will present the investment analysis to the Policy Advisory Council on July 11, 2018.

Federal Performance Report

The Moving Ahead for Progress in the 21st Century Act (2012), also known as MAP-21, established several performance management requirements for state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and transit agencies. Federal regulations require MPOs to show that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets”. The Draft 2019 TIP includes a discussion of the status of these performance measures as well as an assessment of the anticipated effects of TIP investments. This document is available at https://mtc.ca.gov/sites/default/files/Draft_2019_TIP_Performance_Assessment.pdf.

Transportation-Air Quality Conformity Analysis

Federal regulations require that MPOs conduct an analysis to determine that the region is in compliance with federal air quality requirements, as part of the TIP approval process. MTC has prepared the Draft Transportation-Air Quality Conformity Analysis for the *Amended Plan Bay Area 2040* and the 2019 TIP in accordance with the latest U.S. Environmental Protection Agency (US EPA) transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). The conformity analysis addresses only those projects identified in the financially constrained *Amended Plan Bay Area 2040* and the Draft 2019 TIP.

The Draft Transportation-Air Quality Conformity Analysis for the *Amended Plan Bay Area 2040* and the 2019 TIP includes updates to project schedules to reflect current information provided by project sponsors. The updates were primarily related to projects that were originally scheduled to be complete by the 2020 analysis year but will now be complete after 2020 and therefore shift to the 2030 conformity analysis year.

This draft conformity analysis demonstrates that both the Draft 2019 TIP and the *Amended Plan Bay Area 2040* are consistent with (“conform to”) the federal air quality plan, which is referred to as the State Implementation Plan (SIP), meaning that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. The draft conformity analysis finds that emissions in the Draft 2019 TIP and *Amended Plan Bay Area 2040* are lower than the air quality emissions budgets and meet the requirements related to ozone and PM2.5, and the implementation of transportation control measures.

Public Comment Period and Next Steps

Federal regulations also require an opportunity for public comment prior to TIP approval. The draft TIP and draft Air Quality Conformity Analysis documents were released for public review and comment beginning on June 18, 2018 and are

available on the internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> at the Hub at 375 Beale St. in San Francisco, CA, and will be sent to major libraries throughout the Bay Area upon request. The close of the comment period is scheduled for 5:00 pm July 19, 2018. MTC staff will review and respond to comments submitted during the public comment period. In addition, the Air Quality Conformity Task Force has been consulted on the development of the conformity analysis and the draft Air Quality Conformity Analysis was presented to the Task Force at its meeting on June 28, 2018. Staff will also review with the Task Force comments received and the agency's response prior to final recommendations to the Commission for approval, as outlined in the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). The final documents, comments received and the agency's responses are scheduled to be considered at the September Programming and Allocations Committee meeting. The final documents are scheduled to be presented for approval at the September 26, 2018 Commission meeting. Final federal approval of the 2019 TIP is expected in December 2018.

Issues: None.

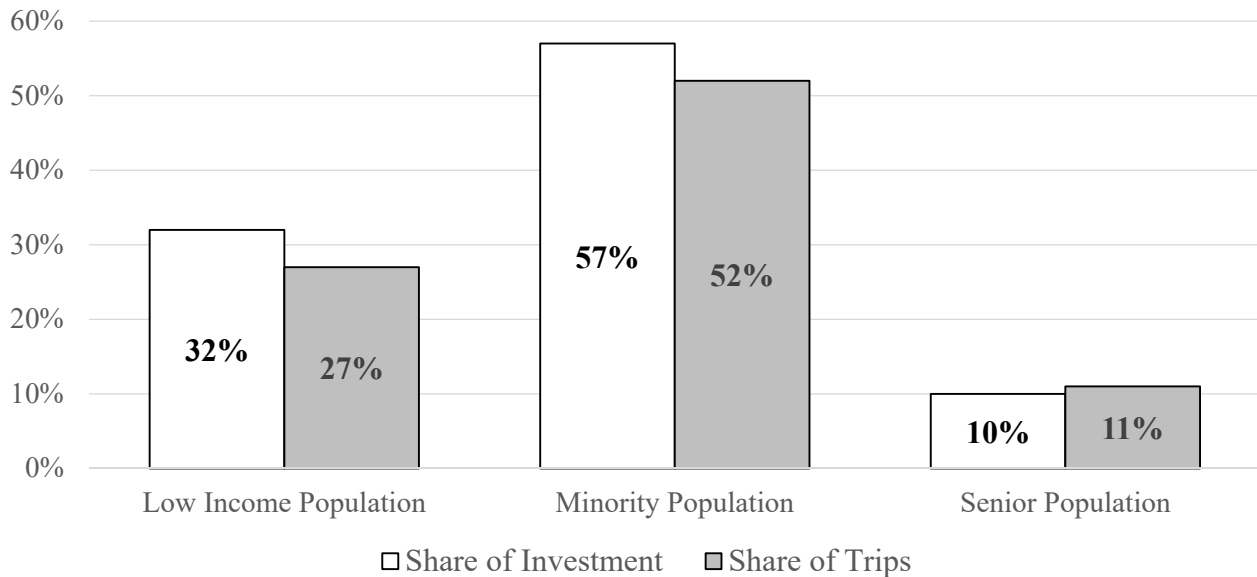
Recommendation: Receive Public Comment.

Attachments: Investment Analysis Summary
A Guide to the San Francisco Bay Area's Transportation Improvement Program

Investment Analysis Summary

The 2019 TIP Investment Analysis is an assessment of TIP investments through an equity lens, specifically focused on the Bay Area’s disadvantaged populations. The purpose of the analysis is to understand if low-income and minority populations, seniors, and persons with disabilities are sharing equitably in the region’s near-term transportation investments. The results of the population use-based analysis indicates that overall, the investments in the draft 2019 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households, racial and ethnic minorities, and seniors.

2019 TIP Investments and Trips by Population



Key Findings

Variable results for transit, due to small number of very large investments

There are a few variances worth noting in the population used-based analysis and disparate impact analysis, specifically related to transit.

- The share of transit investments that support trips made by passengers in low-income households (40%) falls somewhat short of these passengers’ relative share of the transit trips taken (47%).
- Federal and state transit investments result in a per capita benefit for minorities that slightly exceeds the per capita benefit for non-minorities (105% of non-minority per capita benefit). However, on a per transit rider basis, federal and state transit investments fall short, with a minority per rider benefit of 92% of the non-minority per rider benefit.

The varied results in the 2019 TIP are attributed to a number of large projects, including:

- BART’s Railcar Procurement Program;
- BART’s Transbay Core Capacity Improvements Program;
- Caltrain Electrification;
- Caltrain’s Peninsula Corridor Electrification Expansion; and
- Transbay Joint Power Authority’s Caltrain Downtown Extension.

Together, these five projects account for almost 40% of all transit funding in the 2019 TIP. When focusing only on state and federal funds, these projects account for approximately 35% of funding in the TIP period. While BART ridership approximately mirrors the regional ridership share for minority populations, the share of BART riders from low-income households is less than the regional average share. Caltrain is used by a lower proportion of low-income and minority riders than the regional average for transit riders.

The degree of the variances seen in the 2019 TIP disparate impact transit analysis are notably improved as compared to the 2017 TIP, with the minority per transit rider investment disbenefit decreasing from 89% in the 2017 TIP to 92% in the 2019 TIP. In addition, the minority per capita transit investment increases from 96% of the non-minority per capita investment (disbenefit) in the 2017 TIP to 105% of the non-minority per capita investment (benefit) in the 2019 TIP.

It is important to re-emphasize, that the TIP does not reflect the full picture of transportation investments in the Bay Area. The TIP only includes four years of near-term fund programming and tends not to include operating and maintenance funds, particularly for transit.

Addition of transportation equity measures provides opportunity for better understanding of potential equity impacts

For the 2019 TIP, additional information is provided on projects that support Plan Bay Area 2040's transportation-focused equity measures: Healthy and Safe Communities, Economic Vitality, Transportation System Effectiveness, and Equitable Access. Although the analysis does not identify direct benefits and burdens resulting from individual investments, it builds upon the population use-based and disparate impact analyses to better understand the nature of the projects included in the 2019 TIP and their anticipated effects on long-term regional goals. Data for the transportation equity measures is self-reported by project sponsors, therefore the resulting information is limited by the quality and consistency of the data provided.

Where possible, projects supporting the transportation-focused equity measures were also mapped to illustrate the location of 2019 investments in relation to adopted COCs as well as census tracts with concentrations of minority populations that are above regional averages. The geographic display of projects allows for examination and identification of any apparent systematic exclusion of communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities. As noted above, many projects and additional data can be viewed on an interactive webmap available on <https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.



Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

Table of Contents

- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
- 5** A summary of the Draft 2019 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
 - 9** How is the TIP funded?
 - 10** Who develops the TIP?
 - 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area
- 20** Metropolitan Transportation Commission Roster



What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass



transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority, the Service Authority for Freeways and Expressways, and the Bay Area Infrastructure Financing Authority.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the California State Transportation Agency and the U.S. Department of Housing and Urban Development.





What is the Transportation Improvement Program or TIP?

The TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest – meaning projects or programs for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a four-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a four-year period.

The TIP lists projects for a period of four years. MTC is required by federal law to update the TIP at least one time every four years. State statute requires the state's MPOs to update the TIP concurrently every two years.



The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year, based on the availability of funding.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the four-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

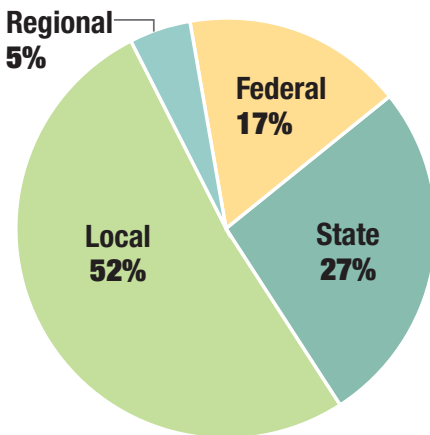
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope or have it dropped from consideration.



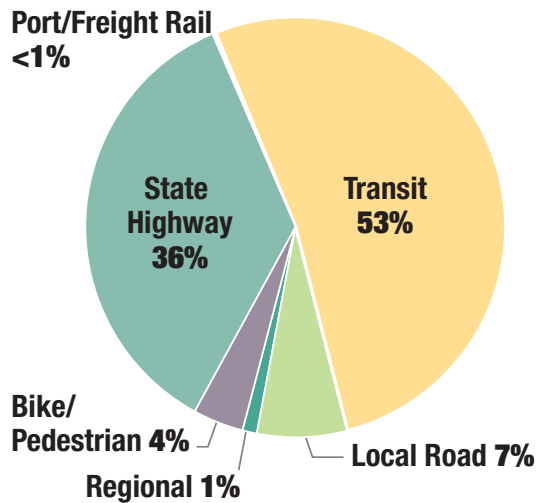
A summary of the Draft 2019 TIP

The Bay Area's Draft 2019 TIP includes approximately 791 transportation projects, and a total of approximately \$13.2 billion in committed federal, state, regional and local funding over the four-year TIP period through fiscal year 2022. See the next page for a map of projects with costs greater than \$200 million.

Draft 2019 TIP Funds by Source



Draft 2019 TIP Funds by Mode



Draft 2019 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2019 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of Draft 2019 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

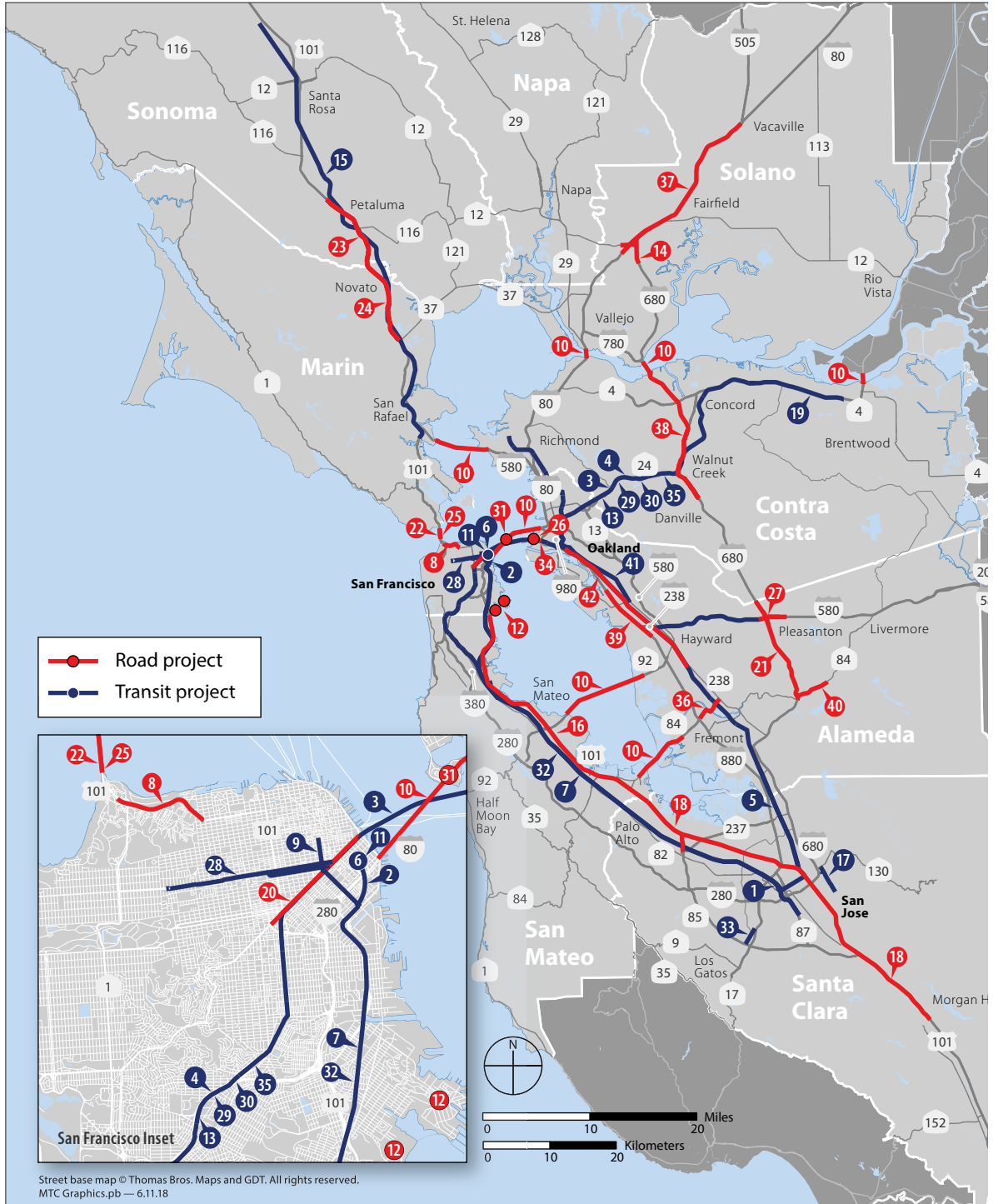
Results of the Investment Analysis of the Draft 2019 TIP can be viewed on MTC's website at: www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program



Projects in the 2019 TIP with Costs Greater than \$200 Million

- RED** Road Project
BLUE Transit Project
- 1 **BART – Berryessa to Santa Clara Extension**
Santa Clara County
\$4.78 billion
 - 2 **Caltrain – San Francisco Downtown Extension**
San Francisco County
\$4.25 billion
 - 3 **BART – Transbay Core Capacity Improvements**
Alameda, Contra Costa, San Francisco and San Mateo Counties
\$3.51 billion
 - 4 **BART – Railcar Procurement Program**
Alameda, Contra Costa, San Francisco and San Mateo Counties
\$2.72 billion
 - 5 **BART – Warm Springs to Berryessa Extension**
Alameda and Santa Clara Counties
\$2.52 billion
 - 6 **TJPA – New Transbay Transit Center**
San Francisco County
\$2.26 billion
 - 7 **Caltrain – Electrification and Expansion Vehicle Procurement**
San Francisco, San Mateo and Santa Clara Counties
\$2.18 billion
 - 8 **US-101 – Doyle Drive Replacement**
San Francisco County
\$2.11 billion
 - 9 **SFMTA – Central Subway Extension**
San Francisco County
\$1.57 billion
 - 10 **BATA – Toll Bridge Rehabilitation Program**
Multiple Counties
\$1.11 billion
 - 11 **TJPA – Transbay Transit Center TIFIA Loan Debt Service**
San Francisco County
\$1.08 billion
 - 12 **SF – Hunters Point Shipyard, Candlestick Point and South East Waterfront Transportation Improvements**
San Francisco County
\$690 million
 - 13 **BART – Preventive Maintenance**
Multiple Counties
\$674 million
 - 14 **I-80/I-680/SR-12 – Interchange Improvements**
Solano County
\$661 million
 - 15 **SMART – Initial Operating Segment and Extensions**
Marin and Sonoma Counties
\$596 million
 - 16 **US-101 – Managed Lanes from Santa Clara County Line to South of Grand Avenue**
San Mateo County
\$514 million
 - 17 **VTA – Regional Connector from Eastridge to Alum Rock**
Santa Clara County
\$510 million
 - 18 **US-101 – Santa Clara County Express Lanes**
Santa Clara County
\$466 million
 - 19 **BART – East Contra Costa Rail Extension to Antioch**
Contra Costa County
\$460 million
 - 20 **SF – Better Market Street Transportation Elements**
San Francisco County
\$415 million
 - 21 **I-680 – SR-84 to Alcosta Express Lanes**
Alameda County
\$394 million
 - 22 **Golden Gate Bridge – Seismic Retrofit**
Marin and San Francisco Counties
\$382 million
 - 23 **US-101 – Marin-Sonoma Narrows HOV Lane (Sonoma)**
Sonoma County
\$374 million
 - 24 **US-101 – Marin-Sonoma Narrows HOV Lane (Marin)**
Marin County
\$353 million
 - 25 **Golden Gate Bridge – Suicide Deterrent Safety Barrier**
Marin and San Francisco Counties
\$349 million
 - 26 **Oakland – Army Base Infrastructure Improvements**
Alameda County
\$301 million
 - 27 **I-580/I-680 Interchange – Widening for Managed Lanes**
Alameda County
\$300 million
 - 28 **SFMTA – Geary Bus Rapid Transit**
San Francisco County
\$300 million
 - 29 **BART – Rail, Guideway and Structures Program**
Alameda, Contra Costa, San Francisco and San Mateo Counties
\$297 million
 - 30 **BART – Train Control Renovation**
Multiple
\$264 million
 - 31 **San Francisco – Yerba Buena Island (YBI) Ramp Improvements**
San Francisco County
\$261 million
 - 32 **Caltrain – Positive Train Control System**
San Francisco, San Mateo and Santa Clara Counties
\$258 million
 - 33 **VTA – Light Rail Extension to Vasona Junction and Double Tracking**
Santa Clara County
\$256 million
 - 34 **Oakland – 7th Street Grade Separation – East**
Alameda County
\$252 million
 - 35 **BART – Traction Power System Renovation**
Alameda, Contra Costa, San Francisco and San Mateo Counties
\$245 million
 - 36 **Fremont and Union City – New East-West Connector from I-880 to SR-238**
Alameda County
\$236 million
 - 37 **I-80 – Fairfield to Vacaville Express Lanes**
Solano County
\$228 million
 - 38 **I-680 – Central Contra Costa County Express Lanes**
Contra Costa County
\$225 million
 - 39 **I-880 – Hacienda to Hegenberger Northbound HOV/Express Lanes**
Alameda County
\$221 million
 - 40 **SR-84 – Ruby Hill Drive to I-680 Widening**
Alameda County
\$220 million
 - 41 **AC Transit – East Bay Bus Rapid Transit**
Alameda County
\$206 million
 - 42 **Lake Merritt to South Hayward – East Bay Greenway Bike/Ped Improvements**
Alameda County
\$204 million
- NOT MAPPED**
- A **MTC – Financing Repayment for Transit Capital Priorities**
Multiple Counties
\$1.56 billion
 - B **VTA – Preventive Maintenance**
Santa Clara County
\$596 million
 - C **SFMTA – Additional Light Rail Vehicles**
San Francisco County
\$366 million
 - D **VTA – Bus Replacement**
Santa Clara County
\$317 million
 - E **SFMTA – Rail Replacement Program**
San Francisco County
\$290 million
 - F **SFMTA – Trolley Coaches Replacement**
San Francisco County
\$257 million
 - G **SFMTA – ADA Paratransit Operating Support**
San Francisco County
\$241 million
 - H **SFMTA – Overhead Line Reconditioning and Traction Power Program**
San Francisco County
\$210 million

Projects in the 2019 TIP with Costs Greater than \$200 Million



How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor; work toward refining the initial idea; develop a clear project cost, scope and schedule; and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in the regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the regional transportation plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, projects may be proposed by either MTC; the Bay Area Air Quality Management District; or a county congestion management agency, transit operator, city, county or special district.



Follow a Transportation Project From Idea to

New Project Ideas and Local Review

MTC's Long-Term Regional Transportation Plan

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA) and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, Association of Bay Area Governments (ABAG), county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land use planning.

How You Can Make a Difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects. A project cannot move forward or receive any federal funds unless it is included in the RTP. MTC support of large projects occurs in the long-range plan and not as part of the TIP.

- ▶ Attend public meetings or open houses to learn about plans and offer your comments
- ▶ Participate in online surveys or forums

Implementation

MTC's Project Selection Process

Construction/Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

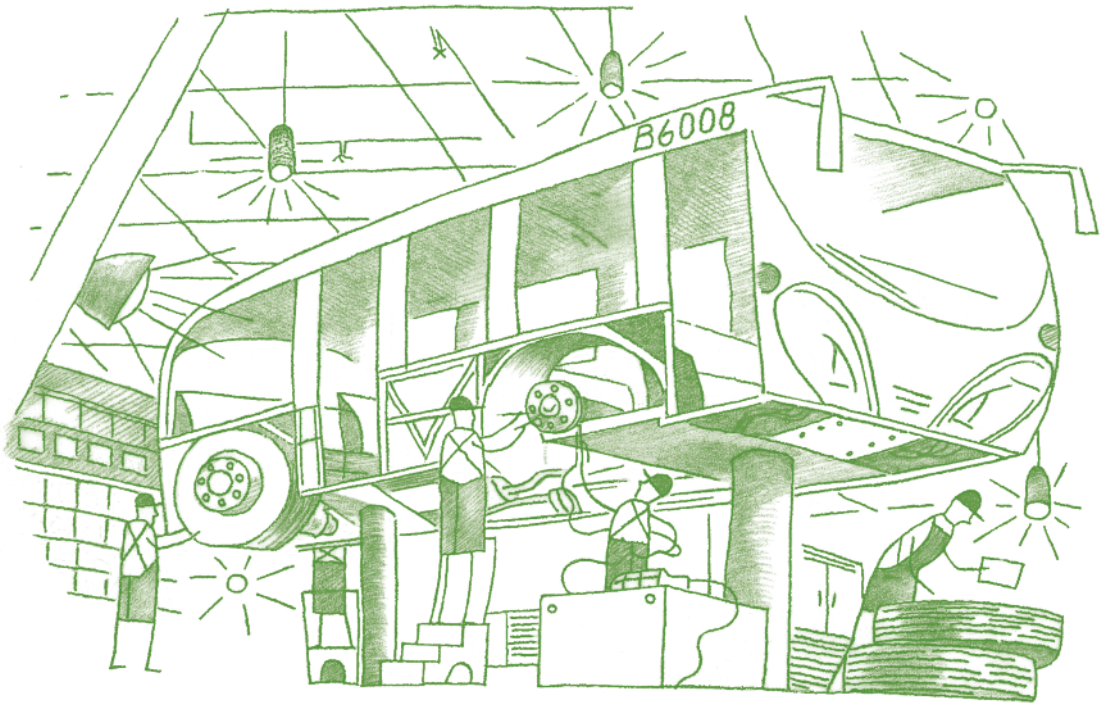
Funding is fully committed by grant approval once the project meets all requirements and moves forward to phases such as preliminary engineering, final design, right-of-way acquisition, or construction.

Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission (www.mtc.ca.gov/whats-happening).
- ▶ Check MTC's website for committee agendas and to keep current on activities (www.mtc.ca.gov).
- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).

Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.



In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range regional transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. A copy of the TIP is made available at the Bay Area Metro Center; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/about-mtc/public-participation.



Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express (ACE)

209.944.6220

Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

Bay Area Rapid Transit District (BART)

510.464.6000

Bay Area Water Emergency Transit Authority

415.291.3377

Central Contra Costa Transit Authority (County Connection)

925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

Fairfield/Suisun Transit (FAST)

707.422.2877

Golden Gate Bridge, Highway and Transportation District

415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

Marin County Transit District

415.226.0855

Napa Valley Transportation Authority (VINE)

707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

San Mateo County Transit District (SamTrans)

650.508.6200

Santa Clara Valley Transportation Authority (VTA)

408.321.2300

Santa Rosa Department of Transit and Parking

707.543.3333

Solano County Transit (SolTrans)

707.648.4666

Sonoma County Transit

707.585.7516

Sonoma-Marin Area Rail Transit

707.794.3330

Transbay Joint Powers Authority

415.597.4620

Western Contra Costa Transit Authority (WestCAT)

510.724.3331

Major Seaports and Airports

Port of Oakland

510.627.1100

Port of San Francisco

415.274.0400

Oakland International Airport

510.563.3300

San Jose International Airport

408.392.3600

San Francisco International Airport

650.821.8211

Regional Agencies

Association of Bay Area Governments

415.820.7900

Bay Area Air Quality Management District

415.771.6000

Metropolitan Transportation Commission

415.778.6700

San Francisco Bay Conservation and Development Commission

415.352.3600

Congestion Management Agencies

Alameda County Transportation Commission

510.208.7400

Contra Costa Transportation Authority

925.256.4700

Transportation Authority of Marin

415.226.0815

Napa Valley Transportation Authority

707.259.8631

San Francisco County Transportation Authority

415.522.4800

City/County Association of Governments of San Mateo County

650.599.1406

Santa Clara Valley Transportation Authority

408.321.2300

Solano Transportation Authority

707.424.6075

Sonoma County Transportation Authority

707.565.5373

State Agencies

California Air Resources Board

916.322.2990

California Highway Patrol, Golden Gate Division

707.551.4180

California State Transportation Agency

916.323.5400

California Transportation Commission

916.654.4245

Caltrans, District 4

510.286.4444

Federal Agencies

Environmental Protection Agency, Region 9

415.947.8021

Federal Highway Administration, California Division

916.498.5001

Federal Transit Administration, Region 9

415.744.3133



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To order additional copies of this Guide to the TIP, email library@bayareametro.gov or call 415.778.5236



Printed on
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