Metropolitan Transportation Commission
Programming and Allocations Committee

May 14, 2008 **Item Number 3a**

Resolution Nos. 3875 and 3876

Subject: Request for adoption of the 2009 Transportation Improvement Program, MTC Resolution No. 3875, and accompanying Transportation Air Quality Conformity Determination for the 2009 TIP, Resolution No. 3876.

Background: The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds or are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, prepares and adopts the TIP at least once every fours. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented. Federal regulations also require an opportunity for public comment prior to TIP approval.

Under Federal law and regulation, transportation programs such as the 2009 TIP must be analyzed to determine if they conform with Federal air quality standards and plans (known as the State Implementation Plan or SIP). To make a positive conformity finding, MTC must demonstrate that the calculated motor vehicle emissions in the region are equal to or less than the motor vehicle emissions budgets as established in the State Implementation Plan for volatile organic compounds, nitrogen oxides and carbon monoxide. MTC must also demonstrate that TCMs are being implemented on schedule.

MTC prepared a Transportation Air Quality Conformity Analysis on the 2009 TIP in accordance with the U.S. Environmental Protection Agency's (EPA) transportation conformity regulations and MTC's Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). MTC consulted with the Air Quality Conformity Task Force prior to releasing the Draft Conformity Analysis for public review.

Based on the analysis, the following positive conformity findings are made:

- This conformity analysis was conducted consistent with EPA's regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 3757.

- The 2009 TIP provides for the implementation of Transportation Control Measures (TCMs) pursuant to federal regulations.

- For carbon monoxide, volatile organic compounds, and nitrogen oxides, motor vehicle emissions in the 2009 TIP are lower than the transportation conformity budget in the SIP.

The TIP and accompanying Conformity Analysis were released for a 30-day public review and comment period on March 28, 2008. MTC held a public hearing on April 9, 2008, and the comment period closed on May 1, 2008. A summary of the comments received is incorporated as Appendix to the 2009 TIP and is included as Attachment A for your reference. The few comments received on the TIP were largely technical in nature. No comments were received for the Conformity Analysis.

The TIP, and accompanying Conformity Analysis, will be transmitted to Caltrans after the Commission's approval; after its review, Caltrans will forward the documents to FHWA and FTA as required for final federal agency review and approval. Approval is expected by December 1, 2008.

Issues: None

Recommendation: Refer Resolution No. 3875, MTC 2009 Transportation Improvement Program, and Resolution No. 3876, Transportation Air Quality Conformity Determination for the 2009 TIP, to the Commission for approval.

Attachments: Attachment A – Comments and Responses to TIP public review
TIP Fact Sheet
MTC Resolution No. 3875
MTC Resolution No. 3876

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3875

This resolution adopts the 2009 Transportation Improvement Program (TIP).

Further discussion of the programming is contained in the Programming and Allocations Committee summary sheet dated May 14, 2008.

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2009 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3875

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) require the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and MTC Resolutions Nos. 2730 and 3075, which establish the current Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.216(m)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develops and uses a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC has found that the 2009 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); now, therefore be it

RESOLVED, that MTC has developed the 2009 TIP in cooperation with county Congestion Management Agencies, the Bay Area Air Quality Management District, transit operators, the California Department of Transportation (Caltrans), counties and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2009 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2009 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2009 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3875, and MTC Resolution 3606 Revised; and, be it further

RESOLVED, that amendments to the 2009 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in MTC Resolution No. 3875, and that staff have the authority to

make technical corrections, and the Executive Director has the signature authority to approve administrative modifications and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP shall be accomplished in accordance with procedures and guidelines set forth in MTC Resolutions Nos. 2730 and 3075 Revised, and as otherwise adopted by MTC; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2009 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Bill Dodd, Chair

This resolution was entered into by the
Metropolitan Transportation Commission at a
regular meeting of the Commission held in
Oakland, California on May 28, 2008.

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3875

2009 Transportation Improvement Program

The 2009 Transportation Improvement Program for the San Francisco Bay Area, adopted May 28, 2008, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Amendment Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices

Date: May 28, 2008
W.I.: 1512
Referred by: PAC

Amendments to the 2009 TIP

Amendments to the 2009 Transportation Improvement Program (TIP) will be included as they are approved.

2009 Transportation Improvement Program
Fact Sheet

Overview

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP with the exception of some improvements to the region's airports, seaports, and privately owned bus and rail facilities. Below are some key facts about the TIP:

- The current TIP includes approximately 1,039 individual transportation projects and includes committed federal, state, and local funding of approximately $12.7 billion

- Inclusion in the TIP is required in order for a project to access federal funding and be granted federal permits. The TIP project listing indicates in which given year a project receives funding, its schedule and its budget. A project's presence in the TIP does not, however, represent a commitment of funds or an obligation to fund the project. A subsequent approval, involving a project-level NEPA document of the project is required before the project may be implemented. The TIP document itself is not subject to the provisions of NEPA or CEQA.

- All projects included in the MTC-prepared TIP must be consistent with the Regional Transportation Plan (RTP) for the Bay Area. The Commission decision to fund a program or a significant project is made at the RTP stage. Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Regional Transportation Plan. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding. The TIP implements the transportation priorities and investment decisions of the RTP.

- The 2009 TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are Federal Transit Administration (FTA) Programs, Federal Highway Administration (FHWA) Programs, and State, Regional, and local transportation programs.

- The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP at least once every four years, covering at least a four-year period and containing a priority list of projects grouped by year. The 2009 TIP will cover four years of programming for fiscal years 2008-09 through 2011-2012.

- The TIP must be financially constrained by year, meaning that the amount of dollars committed to the project (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented.

- Adoption of the TIP must be accompanied by an evaluation and finding of air quality conformity, demonstrating that federal air quality standards are met.

- Federal regulations also require an opportunity for public comment and consultation with affected agencies. Per the MTC Public Participation Plan, Interagency consultation for the TIP occurs at the same time as the development of the long-range RTP, the earliest and key decision point regarding project and program priorities. Specifically this occurs starting with the scoping process for the RTP and its CEQA environmental document. In contrast, the TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP. During TIP development, additional opportunities are provided to interested agencies to comment on the Draft TIP Update. Upon the request of any agency, MTC staff will provide additional consultation.

- MTC also develops the TIP in cooperation with the Bay Area Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of the top managers of some three-dozen agencies responsible for moving people and freight in the Bay Area and for protecting the region's environment. Members include other regional agencies, federal and state agencies, county congestion management agencies (CMAs), public transit providers, and city and county public works representatives.

- Once the 2009 Draft TIP has been developed, it is then released for a 30-day public review and comment period. As part of the public review process, the draft document is sent to 27 major libraries throughout the Bay Area as well as the MTC-ABAG library. Notices are also sent to an extensive list including transportation agencies, other state, federal and tribal agencies and other transportation interests with the objective to continue the consultation process for transportation planning and investments in the Bay Area. A public hearing is also conducted to solicit public comment. After the close of the public comment period, MTC's responses to significant comments are compiled into an appendix in the Final 2009 TIP. After the public comment period, the 2009 TIP document is then presented to the Commission's Programming and Allocations Committee. After its review, the Committee forwards the document to the full Commission for adoption. After Commission adoption, it is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After review and approval by Caltrans, the Statewide TIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the TIP.

The full 2009 TIP, including project listings as well as additional summary information, is available on the MTC Website at http://www.mtc.ca.gov/funding/tip/

The public may also access specific projects contained in the current TIP through MTC's Fund Management System (FMS) that allows searches of projects using various criteria (such as project sponsor, project type, or project location). The FMS is available on the MTC website: http://www.mtc.ca.gov/funding/fms_intro.htm

Investment Decisions: *Transportation 2030* and the TIP

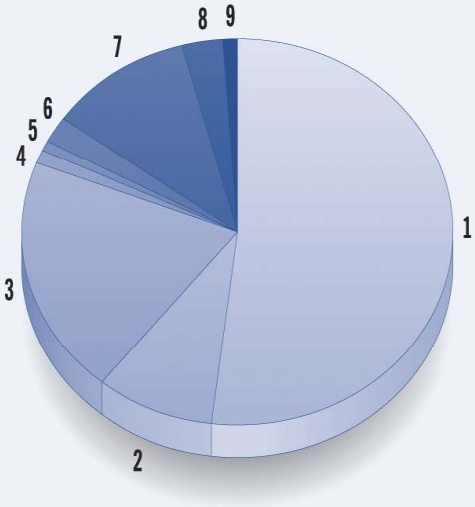
Transportation 2030 is the Bay Area's comprehensive roadmap to guide transportation investment over a 25-year period. The current RTP, *Transportation 2030*, priorities guide all MTC programming decisions made by the Commission. The development and establishment of MTC's discretionary funding programs are directed by the *Transportation 2030* priorities under which projects are selected for funding. Additionally any other transportation project must be consistent with the Regional Transportation Plan (RTP) before it may be included in the 2009 TIP as required by federal law. Projects are reviewed for consistency with the RTP, as they are submitted for funding in the various programs, and as they are amended into the TIP for the first time.

The RTP establishes the financial foundation for how the Region invests in our transportation system by identifying how much money is available to address critical transportation needs and sets the policy on how this funding is to be spent on transportation needs. Similar to the TIP, the RTP is also updated at least once every four years to reflect new planning priorities and changing projections of growth and travel demand, based on a realistic forecast of future revenues.

Transportation 2030 dedicates 80% of the $118 billion in projected transportation revenues over the 25-year period to maintaining the region's current transportation network of transit, local streets and roads, and highways. As illustrated below, the other broad areas of investment include system efficiency at 4% of the investment, and strategic expansion projects at roughly 16%.

Transportation 2030 Plan Expenditures

Financially Constrained Element



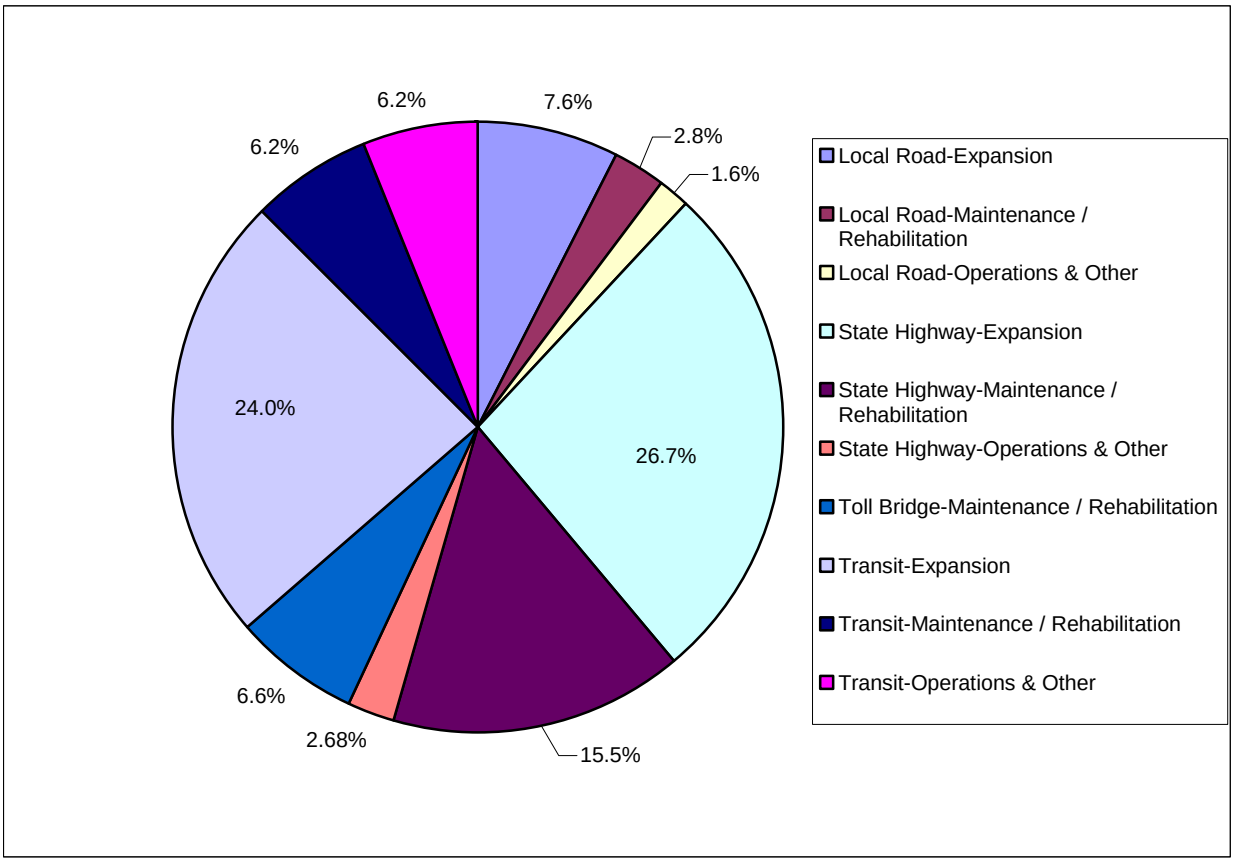
		Billions of Dollars	Percent of Total
Adequate Maintenance			
1	Transit	$61	51%
2	Highway	$10	9%
3	Local Roads	$23	20%
System Efficiency			
4	Transit	$2	1%
5	Highway	$1	1%
6	Local Roads	$2	2%
Strategic Expansion			
7	Transit	$13	11%
8	Highway	$5	4%
9	Local Roads	$1	1%
Total		**$118**	100%

By comparison, the TIP covers a four-year period and includes roughly $26.8 billion in revenues and $12.7 billion in programming. For the TIP, the breakdown of expenditures is roughly:

- Adequate Maintenance - $4.5 billion, or 35%
- System Efficiency - $1.1 billion, or 10%
- Strategic Expansion - $7.1 billion, or 55%

More detail on the mode and purpose of projects in the TIP is included in the following figure.

Programmed TIP Funds By Mode and Purpose



A brief discussion of the three primary investment categories from the RTP and the more specific near-term funding strategies in the TIP follows. More detailed information about these investment categories can be found in the "Investment Plan" from *Transportation 2030*.

Adequate Maintenance:
Some of the most significant projects that the region is currently undertaking to ensure adequate maintenance are the retrofit of the East Span of the Bay Bridge and the earthquake safety program for BART (refer to "Mega Major Projects in the 2009 TIP" on pages 47 and 48). One of the main differences between the TIP and Transportation 2030 is that much of the revenue for streets and roads rehabilitation is through gas tax subventions that are included in the projection for the RTP but are not required to be part of the TIP, because they are purely local funds. In terms of near-term programming, the region has set-aside roughly $139 Million in STP funds for both road and transit rehabilitation, which have already been programmed in the TIP.

System Efficiency: This investment category attempts to squeeze more capacity out of the region's existing infrastructure, broaden access to mobility for bicyclists, pedestrians, and wheelchair users and low-income families, and strategies for protecting the region's open space and environment.

During this four-year period, the region has programmed funds to bike and pedestrian projects, transportation for livable communities (TLC) projects, Lifeline projects, the Spare the Air program, safety projects and security projects for Bay Area transit operators and regional operations program such as 511 program, regional rideshare, transportation marketing, freeway operations, incident management, and regional signal timing and technical assistance.

Strategic Expansion: This investment category targets investments to expand transportation facilities, where those projects yield high productivity. These investments include high occupancy/toll lanes, highway and rail expansions, transit oriented development policies, goods movement, rapid bus routes/express bus service, etc. All major transit expansions in the TIP are part of MTC Resolution 3434 (Appendix A-2, "Regional Transit Expansion Policy"), which represents the region's consensus agreement on Bay Area transit expansion.

Major strategic expansion projects with the highest levels of programming in the 2009 TIP include for example:

- BART extension from Fremont to Warm Springs
- Transbay Terminal in San Francisco / Caltrain Downtown Ext - Ph.1
- Caldecott Tunnel 4th bore
- SF Muni Third Street Phase 2 Extension
- SR 4 East Widening from Somersville to SR 160

For the complete list of projects with the highest level of programming in the 2009 TIP, refer to "Major Projects in the 2009 TIP" later in this document.

As mentioned above, the impact of the TIP on regional air quality also must be evaluated. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

How the Region Develops its TIP

MTC develops the draft TIP in cooperation with the Bay Area Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of federal and state agencies, county Congestion Management Agencies (CMAs), public transit providers, and city and county public works representatives. The Board provides a forum for top managers of the region's transportation system to contribute to the policy-making and fund programming activities of MTC, and to improve coordination within the region. The Partnership, working through its committees and task forces, played a significant role in the selection of projects programmed in the 2009 TIP.

Central to developing the draft TIP is MTC's process for deciding how to invest "flexible" federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian routes. To develop a plan for spending funds in the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC

works closely with local partner agencies and its citizen-based advisory committees to develop regional priorities.

Most of the projects in the 2009 TIP are carried over from the 2007 TIP. To decide which projects to carryover, MTC asked project sponsors of projects in the 2007 TIP to indicate which of their projects had been completed, were well underway or were still in planning or early implementation stages. During the preliminary review of the draft TIP, project sponsors also were allowed to propose new projects to be included in the 2009 TIP. A list of all new projects was provided to the Air Quality Conformity Task Force (MTC's inter-agency consultation group for air quality purposes) prior to being added into the draft TIP.

Once the 2009 Draft TIP has been developed, it is then released for a 30-day public review and comment period. As part of the public review process, the draft document is sent to 34 major libraries throughout the Bay Area as well as the MTC-ABAG library. Notices are also sent to an extensive list including transportation agencies, other state, federal and tribal agencies and other transportation interests with the objective to continue the consultation process for transportation planning and investments in the Bay Area. The 2009 Draft TIP is also submitted through intergovernmental review, via the Association of Bay Area Government's Regional Clearinghouse, which notices all local agencies in the Bay Area and receives their comments. The document can be downloaded from the MTC website (www.mtc.ca.gov). A public hearing is also conducted to solicit public comment. After the close of the public comment period, MTC's response to significant comments is compiled into an appendix in the Final 2009 TIP. This review process is a part of the rigorous public participation process (PPP) adopted by MTC. The PPP is detailed in a later section.

After the public comment period, the 2009 TIP document is then presented to the Commission's Programming and Allocations Committee. After its review, the Committee forwards the document to the full Commission for adoption. After Commission adoption, it is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After review and approval by Caltrans, the Statewide TIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the TIP.

TIP Development Schedule

March 28, 2008:	Draft 2009 TIP and Draft AQ Conformity Analysis released for public review and comment.
April 9, 2008:	Public Hearing (during Programming and Allocations Committee meeting.
May 1, 2009:	Close of 2009 Draft TIP/AQ Conformity Analysis public review and comment period.
May 14, 2008:	MTC Policy Advisory Committee Review of Draft TIP and AQ Conformity Analysis and referral to Commission

May 28, 2008:	Final 2009 TIP and Final AQ Conformity analysis approved by Commission
May 30, 2008:	2009 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA
December 1, 2008:	2009 TIP Approval (anticipated) by FHWA / FTA

Public Participation Process

MTC is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC's Public Participation Plan (PPP) Resolution No. 3821.The Public Participation can be downloaded from MTC's website at http://www.mtc.ca.gov/get_involved/participation_plan.htm. The PPP includes, but is not limited to the following elements:

Public Participation Approach for the Transportation Improvement Program

The process for updating and amending the Transportation Improvement Program (TIP) is directed by procedures contained in the MTC Public Participation Plan:

- The most effective time to involve the public is as early as possible in the development of the transportation improvement program, well before the draft document is circulated. The development of the transportation plan is the earliest and most relevant point for the public participation process because it is in this stage where funding priorities are established. As discussed earlier in the "TIP Introduction," MTC's funding programs and the projects flowing from them are derived directly from the policies and the transportation investments contained in the Plan. After the transportation plan, public participation is continued in the development of the funding programs, their project selection processes and finally in the development of the 2009 TIP. The level and nature of public participation for all three elements of the process in the MTC region meet the public participation requirements set forth by SAFETEA as embodied in MTC's Public Participation Plan.

- The following PPP flowchart sets forth the procedures for the update of the TIP:

TIP Update *[Procedures may not occur in order shown]*					
❶ Notify public via TIP-INFO Notification (e-mail) Notify public, including RTP participants, via U.S. mail; use appropriate lists within MTC's database	❷ Review by Bay Area Partnership	❸ Intergovernmental consultation, as appropriate 30-day public review and comment period Draft TIP in MTC Library and mailed to major libraries throughout the Bay Area Posted on MTC Web site	❹ Inform media, as appropriate MTC's response to significant comments compiled into an appendix in the final TIP Extend public review period by 5-days if final TIP differs significantly from draft TIP and raises new material issues	❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission	❻ Adoption by Commission at a public meeting Approval by Caltrans Approval by Federal Highway and Federal Transit administrations (FHWA/FTA)

- In addition to the ability for any member of the public to electronically download the 2009 TIP, the TIP's individual project listings may be viewed via MTC's Web-based Fund Management System at www.mtc.ca.gov/funding/fms_intro.htm As part of MTC's commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the Internet may view a printed copy of the project listings at the MTC Library at 101 Eighth Street, in Oakland.

- MTC maintains a free, subscription based e-mail distribution list of individuals, transportation officials and staff interested in being informed of TIP related changes and actions. Pertinent information may be distributed to recipients as needed to alert individuals of notices and information regarding the development and approval of TIP updates and revisions, and other information as deemed appropriate. Known as TIP-INFO Notification, this is a tool to help facilitate public review and comment and coordination with transportation and other public agencies. Anyone may sign up for the service at MTC's website.

A public hearing on the 2009 TIP and Air Quality conformity analysis was conducted on April 9, 2008 as part of the Programming and Allocations Committee meeting. Notice of the public hearing and public comment period was released in the IGR Clearinghouse and placed in the legal section of at nine major newspapers in the MTC region, three of which are newspapers circulated in minority communities of the Bay Area. The Draft TIP and conformity analysis documents were mailed to major libraries throughout the MTC region, and were posted on the Internet and made available to interested citizens upon request. In addition, these documents were placed on file in the MTC/ABAG Library. Notice of the public hearing, and public comment period starting March 28, 2008 and ending May 1, 2008, was also sent directly to over 200 interested agencies.

Fund Sources Programmed in the TIP

The 2009 TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are Federal Transit Administration (FTA) Programs, Federal Highway Administration (FHWA) Programs, and State, Regional, and Local Programs. Attachment A, Primary Funding Programs, provides an overview of these programs including the amounts of funding in the 2009 TIP.

Not all state and local funds have to be programmed in the TIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, or if the project funded is considered to be regionally significant, they must be included in the TIP.

Projects in the TIP

Projects in the TIP can range from the very small (e.g. pavement overlays) to the large, more significant infrastructure improvements. For the larger projects, only some project components may be in the four-year TIP given the time necessary to deliver these projects, while the entire project may be included in the 25-year plan, *Transportation 2030*. To illustrate major investments in the 2009 TIP, the projects totaling more than $200 Million in terms of programming levels are included in Attachment B. The complete listing of projects is grouped by county and transit operator, and can be reviewed on our Web Site at http://www.mtc.ca.gov/funding/tip/ or at the MTC Library.

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Regional Transportation Plan. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding.

Project sponsors (the agencies designated to implement the projects) are responsible for initiating requests for TIP programming, applying for the programmed funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, several joint power authorities, and the individual cities within each county.

Changing the TIP

From time to time, circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval, and consistent with federal procedures for modifications to the Federal Statewide Transportation Improvement Program (FSTIP). These changes, or revisions, should not be considered routine. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP.

MTC Contacts for Questions About the TIP

For questions on the TIP, you may contact:

Ross McKeown
Phone: 510-817-5842
Email: rmckeown@mtc.ca.gov

or

Srikalyani Srinivasan
Phone: 510-817-5793
Email: ssrinivasan@mtc.ca.gov

For detailed information on individual projects, the particular project sponsor or lead-implementing agency should be contacted directly.

Attachment A: Draft Programmed TIP Funds and Available Revenues

	Total Funds Available FY 2009-12	Total TIP Programming FY 2009-12	Unprogrammed Balance	Project Eligibility
Federal				
FTA Section 5307[1]	$947,120,000	$208,355,276	$738,764,724	Transit capital replacement, transit operations and system enhancements
FTA Section 5309 - Fixed Guideway[1]	$550,479,000	$114,871,192	$435,607,808	Fixed-guideway projects: Rail, ferry, and buses operating on dedicated right-of-way
FTA Section 5309 - Bus[1]	$131,057,000	$10,966,745	$120,090,255	Bus expansion projects selected by U.S. Congress.
FTA Section 5309 - Capital Investment Grants[1]	$10,600,000	$1,960,000	$8,640,000	Nationally competetive program funding fixed-guideway projects
FTA Section 5311 - Non-Urbanized Formula[1]	$8,970,000	$2,585,000	$6,385,000	Available to transit operators and Tribal governments providing transportation services in non-urban areas for capital and operating expenses
Fed. Discretionary Programs (Earmarks)	$242,651,893	$242,651,893	$0	Transportation projects selected directly by members of U.S. Congress
Surface Transportation Program (Regional) - STP[2]	$312,852,056	$33,143,000	$279,709,056	Funds various MTC programs such as streets and roads rehabilitation, transit capital shortfall program, etc.
Congestion Mitigation and Air Quality (CMAQ) [2]	$293,403,629	$45,933,734	$247,469,895	Funds transportation projects that improve air quality such as the Regional Bicycle/Pedestrian Program and the Transportation for Liveable Communities programs
Other Federal	$64,037,789	$35,849,289	$28,188,500	Combination of miscellaneous federal transportation programs used directly by federal agencies such as the Federal Lands Highway Program
Highway Bridge Program (HBP)	$467,544,000	$467,544,000	$0	Improves and replaces bridges
Total Federal	$3,028,715,367	$1,163,860,129	$1,864,855,238	

	Total Funds Available FY 2009-12	Total TIP Programming FY 2009-12	Unprogrammed Balance	Project Eligibility
State				
Regional Transportation Improvement Program (RTIP)[3]	$615,107,000	$598,121,340	$16,985,660	Five-year capital improvement program of projects selected by MTC working with the CMAs and approved by the California Transportation Commission. Funded from the State Highway Account and other funding sources
Inter-regional Transpiration Improvement (ITIP)[3]	$148,217,000	$147,497,000	$720,000	A subcomponent of the STIP which funds transportation projects crossing metropolitan boundaries and linking the State's transportation system. Projects selected by Caltrans and approved by the California Transportation Commission
State Highway Operations and Protection Program (SHOPP)	$527,342,000	$527,342,000	$0	Purpose of program is to preserve and protect the State Highway System including safety and maintenance projects
Traffic Congestion Relief Program (TCRP)	$151,190,000	$151,190,000	$0	149 projects statewide authorized by Governor Grey Davis
Other State	$546,915,962	$546,915,962	$0	Includes State Cash, State STP etc
Proposition 1B	$2,969,751,118	$1,701,924,742	$1,267,826,376	Voter approved Proposition 1B Funds
Total State	$4,958,523,080	$3,672,991,044	$1,285,532,036	
Regional / Local				
Bridge Toll Funding	$15,221,747,585	$6,174,504,815	$9,047,242,770	Tolls collected from seven state-owned toll bridges in the Bay Area funding bridge related projects and specific voter approved projects
Local sales tax funding / Other local funding	$2,041,847,870	$1,701,661,100	$340,186,770	Includes county sales tax measure funded projects, TDA sales tax funded transit projects, local gas tax subventions, and Garvee Bond financing, etc.
Total Regional / Local	$17,263,595,455	$7,876,165,915	$9,387,429,540	

Notes:

1) The calculation of Section 5307/5309 funding is an MTC estimate based on the guaranteed funding levels and three years of actual data.

2) STP and CMAQ funds estimated to be available are amounts estimated to be available to the region by FHWA and Caltrans Office of Transportation Programming.

3) RTIP and ITIP funds are amounts per the CTC Recommendations

4) Final Financial constraint numbers to be presented to the Commission

Attachment B

FINANCIALLY SIGNIFICANT PROJECTS IN THE 2009 TIP

(Total Project Cost Greater than $200 Million)

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
ALA977038	Alameda	1997	Caltrans	San Francisco-Oakland Bay Bridge	$5,665,800,000	$636,430,000
BRT991003	Various	1999	BART	BART Seismic Retrofit Program	$1,123,518,000	$85,532,000
BRT030001	Santa Clara	2003	VTA	BART - Warm Springs to San Jose Extension [PE and ROW only]	$1,114,131,546	$691,680,000
SF-991030	San Francisco	1999	SFCTA	US 101 Doyle Drive Replacement	$1,010,000,000	$896,687,000
SF-010015	San Francisco	2001	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	$988,238,831	$386,624,080
SF-010037	San Francisco	2001	MUNI	SF Muni Third St LRT Phase 2 - New Central Subway	$966,380,874	$328,760,000
ALA050015	Alameda	2005	BART	BART - Warm Springs Extension	$889,833,000	$153,700,000
SF-010028	Various	2001	Caltrain	Caltrain Electrification	$629,320,000	$416,729,000
CC-050025	Contra Costa	2005	BART	E-BART - East Contra Costa Rail Extension	$487,250,000	$436,250,000
BRT990002	Alameda	1999	BART	BART Oakland Airport Connector	$474,862,999	$424,631,000
CC-030028	Contra Costa	2003	CCTA	SR 4 East Widening from Somersville to SR 160	$464,450,000	$388,150,000
CC-010002	Contra Costa	2001	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	$420,510,000	$370,310,000
SM-050002	San Mateo	2005	SMCTA	Dumbarton Rail Service	$335,089,800	$164,254,000
SCL050009	Santa Clara	2005	VTA	Capitol Expressway LRT Ext: Downtown to E. Valley	$334,256,000	$256,517,000
BRT050003	San Francisco	2005	BART	BART Transbay Tube Seismic Retrofit	$325,378,000	$71,199,000
SM-979013	San Mateo	1997	Caltrans	SR 1 Devils Slide Bypass	$322,866,000	$750,000
MRN050034	Marin/Sonoma	2005	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	$322,665,000	$130,832,000
MRN970016	Marin	1997	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	$320,148,373	$8,272,000
SCL990046	Santa Clara	1999	VTA	VTA Preventive Maintenance	$313,181,407	$24,095,338
ALA991070	Alameda	1999	AC Transit	AC Transit Preventive Maintenance Program	$250,190,967	$24,602,980
SF-070027	San Francisco	2007	SFCTA	Yerba Buena Island Ramp Improvements	$215,450,000	$36,500,000
SON070004	Sonoma	2007	SCTA	US 101 Marin/Sonoma Narrows (Sonoma)	$210,831,000	$100,682,000
Total					$17,184,351,797	$6,033,187,398

FINANCIALLY SIGNIFICANT GROUPED LISTINGS IN THE 2009 TIP

MTC050006	Various	2005	Caltrans	Group Listing SHOPP - Mobility	$268,202,000	$114,457,000
MTC050009	Various	2005	Caltrans	Grouped Listing SHOPP - Roadway Preservation	$1,205,812,000	$341,793,000
MTC050011	Various	2005	Caltrans	Grouped Listing SHOPP - Collision Reduction	$599,331,000	$321,619,000
VAR991004	Various	1999	Caltrans	Grouped Listing SHOPP - Emergency Response (ER)	$202,250,000	$3,850,000
VAR991005	Various	1999	Caltrans	Grouped Listing SHOPP - Bridge Preservation	$1,659,865,000	$53,247,000
VAR991007	Various	1999	Caltrans	Grouped Listing Local - Highway Bridge Program	$473,143,000	$252,212,000
Total					$4,408,603,000	$1,087,178,000

Date: May 28, 2008
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 3876

This resolution finds that the 2009 Transportation Improvement Program is in conformance with the State Implementation Plan (SIP) to achieve National Ambient Air Quality Standards.

Further information is contained in the Programming & Allocations Committee summary sheet dated May 14, 2008.

Date: May 28, 2008
W.I.: 1412
Referred by: PAC

RE: Approval of the Air Quality Conformity of the 2009 Transportation Improvement Program to the State Implementation Plan for Achieving and Maintaining National Ambient Air Quality Standards

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3876

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, the current Regional Transportation Plan (RTP) is the Transportation 2030 Plan, adopted by the Commission on February 23, 2005 (MTC Resolution No. 3681); and

WHEREAS, MTC staff has prepared an Administrative Modification to the Transportation 2030 Plan, which has been reviewed and approved by the MTC Executive Director under separate action as stipulated in MTC Resolution No. 3821; and

WHEREAS, MTC staff has prepared the 2009 Transportation Improvement Program (TIP), which adds non-regionally significant exempt and non-exempt projects from the Transportation 2030 Plan into the 2009 TIP, which has been presented to the Commission for its approval under separate action (MTC Resolution 3875); and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, MTC staff has prepared a new transportation air quality conformity analysis for the 2009 Transportation Improvement Program in accordance with the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, said conformity analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for a 30-day public comment review period per MTC Resolution No. 3757; now, therefore be it

RESOLVED, that MTC finds that the 2009 Transportation Improvement Program:

(A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and for the national carbon monoxide standard; and

(B) Provides for the timely implementation of Transportation Control Measures from the applicable State Implementation Plan; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the RTP administrative modification and TIP amendment and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Bill Dodd, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on May 28, 2008.

Date: May 28, 2008
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 3876

Transportation Air Quality Conformity Analysis for the 2009 Transportation Improvement Program

A copy of the Conformity Analysis is on file at the MTC/ABAG Library located in the Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, California 94607.

PROPOSED FINAL
TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS
FOR THE
2009 TRANSPORTATION IMPROVEMENT PROGRAM

Draft: March 28, 2008
Final: May 28, 2008

METROPOLITAN
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I. SUMMARY OF CONFORMITY ANALYSIS

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. MTC is required to prepare and adopt an updated TIP every two years. The 2007 TIP was adopted by the Commission on July 26, 2006 (MTC Resolution No. 3755), and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on October 2, 2006. The current 2007 TIP is only valid through October 1, 2008; therefore, in accords with federal programming requirements, MTC is in the process of developing the 2009 TIP, which is the subject of this conformity analysis.

The 2009 TIP addresses the new SAFETEA planning requirements, and covers four years of programming, starting with fiscal years 2008-09 through 2011-12. The 2009 TIP includes most of the 2007 TIP projects and an additional ten new projects, of which eight projects are exempt projects and two projects are non-exempt, non-regionally significant projects. The list of new projects to be amended into the 2009 TIP is contained in Appendix A (specific funding sources are identified in the TIP itself). Furthermore, all projects to be included in the 2009 TIP are consistent with the Transportation 2030 Plan and meet all the financial constraint requirements.

Since the 2009 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2030 Plan, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Thus, MTC proposes to use the latest conformity analysis for the 2007 TIP/Amendment #07-18 as the basis for the conformity determination for the 2009 TIP. The latest conformity analysis is included in the report "Final Transportation Air Quality Conformity Analysis for the 2007 Transportation Improvement Program Amendment #07-18", which was approved by FHWA/FTA on January 11, 2008.

For purposes of the conformity analysis, we state for the record:

1. Latest Planning Assumptions, Emissions Model and Budget Comparison. No new regional emission analysis is necessary for the conformity determination for the 2009 TIP. This conformity determination is based on the regional emissions analysis performed for the 2007 TIP/Amendment #07-18. Please refer to the above referenced Conformity Report for the details of this analysis.

2. TCM Implementation: The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan are fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current. Please refer to the above referenced Conformity Report for the details of this analysis.

3. Reliance on the Previous Regional Emissions Analysis: Since the conformity determination for the 2009 TIP relies on the previous regional emissions analysis, MTC is required to meet the requirements of 40 CFR §93.122(g) as follows:

(g) Reliance on previous regional emissions analysis.
(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 ("Motor vehicle emissions budget") or 93.119 ("Interim emissions in areas without motor vehicle emissions budgets") without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:
(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;
(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;
(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and
(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:
(i) Not regionally significant; or
(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

The 2009 TIP meets these requirements:

- The TIP contains all projects, which must be started in the TIP's timeframe in order to achieve the highway and transit system envisioned by the transportation plan.
- All TIP projects which are regionally significant are included in the Transportation 2030 Plan and have a design concept and scope adequate to determine their contribution to the Transportation 2030 Plan's regional emissions at the time of the regional transportation plan's conformity determination. Note that there are no new non-exempt, regionally significant projects being proposed for the 2009 TIP.
- The design concept and scope of each regionally significant project in the TIP is not significantly different from those described in the Plan.
- All projects in the 2009 TIP are from a conforming Plan. Allocating funds to these projects will not delay the implementation of projects in the Plan or TIP, which are necessary to achieve the highway and transit system envisioned by the Plan.

4. Results of Previous Regional Emissions Analysis Comparing the Motor Vehicle Emissions to Budgets: Motor vehicle emissions in the Bay Area must not exceed the applicable budgets measured in tons per day for volatile organic compounds (VOCs), nitrogen oxides (NOx) and carbon monoxide (CO) as contained in the State Implementation Plan (SIP). The vehicle activity forecasts (Table 2) and motor vehicle emissions calculations (Tables 3A and 3B) for the previous emissions analysis are provided below. The results of the previous regional emissions analysis show that regional emissions are below the applicable budgets. Please refer to the above referenced Conformity Report for details on this analysis.

TABLE 2
VEHICLE ACTIVITY FORECASTS*

	2006	2007	2015	2025	2030
Vehicles in Use	5,084,099	5,146,988	5,884,899	6,769,168	7,269,775
Daily VMT (1000s)	172,298	174,090	194,776	218,793	232,621
Engine Starts	33,893,781	34,247,285	38,510,161	43,292,850	45,971,240

*VMT forecasts have been adjusted per CARB recommended methods (see Appendix B)

TABLE 3A
EMISSIONS BUDGET COMPARISONS FOR OZONE
(TONS/DAY WITH BUDGETS BASED ON SF BAY AREA-EMFAC 2000 AND ON ROAD MOTOR VEHICLE EMISSIONS USING MORE CURRENT EMFAC 2002, V2.2)

Year	VOC Budget	On-Road Motor Vehicles VOC	TCMs*	Net Emissions
2006	164.0	126.5	(0.3)	126.2
2007	164.0	116.3	(0.3)	116.0
2015	164.0	68.6	(0.3)	68.3
2025	164.0	44.6	(0.3)	44.3
2030	164.0	38.2	(0.3)	37.9

Year	NO_X Budget	On-Road Motor Vehicles NO_X	TCMs*	Net Emissions
2006	270.3	248.8	(0.5)	248.3
2007	270.3	229.8	(0.5)	229.3
2015	270.3	123.5	(0.5)	123.0
2025	270.3	67.0	(0.5)	66.5
2030	270.3	55.9	(0.5)	55.4

*The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NOx emission inventories for 2006 and beyond.

TABLE 3B
EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE

Year	2004 CO Budget*	Estimated CO
2006	1,850	1,320.0
2007	1,850	1,204.9
2015	1,850	647.8
2018 (interpolated)	1,850	558.5
2025	1,850	350.2
2030	1,850	297.0

** 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas*

5. Financial Constraint. The 2009 TIP is financially constrained based on revenue estimates from the State at the time of its preparation. The 2009 TIP addresses the new SAFETEA planning requirements, and covers four years of programming, starting with fiscal years 2008-09 through 2011-12.

6. Interagency and Public Consultation. MTC initiated interagency consultation on the 2009 TIP by discussing the conformity approach for the 2009 TIP with the Air Quality Conformity Task Force on February 27, 2008. The Conformity Task Force had an opportunity to review and comment on the administrative draft conformity analysis for the 2009 TIP prior to MTC releasing the draft analysis for 30-day public review period. The public review period for the draft conformity analysis began on March 28, 2008 and ended on May 1, 2008. On April 9, 2008, MTC's Programming and Allocations Committee held a public hearing on the 2009 TIP, wherein comments

on the draft conformity analysis were welcomed. MTC's Programming and Allocations Committee reviewed and approved the proposed final conformity analysis at its May 14, 2008 meeting, and the Commission approved it at its May 28, 2008 meeting (MTC Resolution No. 3876).

II. RESPONSE TO COMMENTS

The 30-day comment period for the draft conformity analysis closed on May 1, 2008. No public comments were received.

III. CONFORMITY FINDINGS

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's regulations and with the Bay Area Air Quality Conformity Procedures adopted by MTC as Resolution No. 3757.

- The 2009 Transportation Improvement Program provides for implementation of TCMs pursuant to the following federal regulation:

  (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.

  (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

  (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).

- For carbon monoxide, motor vehicle emissions in the 2009 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.

- For Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), motor vehicle emissions in the 2009 Transportation Improvement Program are also lower than the applicable motor vehicle emission budgets for the 8-hour ozone standard.

APPENDIX A: 2009 TIP PROJECT LISTING

PROJECT INFORMATION				RTP STATUS				Air Quality	
County	**Project Sponsor** (Funding Agency)	**Mode**	**Description**	**RTP ID**	**In Financially Constrained Element (YES/NO)**	**In Vision Element (YES/NO)**	**Complete & Operational By 2006, 2015, 2025, 2030**	**Exempt/ Non-Exempt**	**Regionally Significant**
Contra Costa	Unincorporated Contra Costa County	Local Road	Extend Soto Street (a local road) from Market Avenue to Parr Blvd.	22610	YES	NO	2015	Non-Exempt	No
Contra Costa	Pleasant Hill	Local Road	Widen Buskirk Avenue (a local road) between Monument Boulevard and Hookston Road.	22609	YES	NO	2015	Non-Exempt	No
Alameda	WETA	Transit	Alameda-Oakland Ferry Main Street Barge. Replace 60 year old float/barge at the Main Street ferry terminal in Alameda.	21017	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Green Valley Road rehab from Diablo Road to Stone Valley Road.	22769	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Diablo Road pavement rehabilitation and drainage improvements	94553	YES	NO	2015	Exempt	No
Contra Costa	Danville / San Ramon	Transit	Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	22402	YES	NO	2015	Exempt	No
Contra Costa	Martinez	Bike - Ped	Construct a 19-foot wide bike overcrossing to span from DiMaggio Drive to Escobar Street, within the Martinez Waterfront Park.	21202	YES	NO	2015	Exempt	No
Contra Costa	Richmond	Local Road	Carlson Blvd street reconstruction and restriping from Tehama to San Jose	22610	YES	NO	2015	Exempt	No
Regional	BART	Transit	Rail Vehicle Replacement Program. Replace aging revenue vehicles to ensure continued safety and reliability for the BART patrons.	94525, 94556, 94635, 21876	YES	NO	2025	Exempt	No
Santa Clara	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT - Improve existing BRT lines (the 522 El Camino and the 523 Stevens Creek) in the Santa Clara/Alum Rock Corridor including the following: signal prioritization, acquiring new vehicles with low-floor boarding, and ticket vending machines.	22014	YES	NO	2015	Exempt	No