

# THE BAY AREA PARTNERSHIP

## Partnership Technical Advisory Committee

September 20, 2010, **1:30 p.m. – 3:30 p.m.**

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101 - 8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

Estimated Time  
for Agenda Item

- 
- |   |                  |
|---|------------------|
| 1. Introductions  | <b>1:30 p.m.</b> |
| 2. Minutes of March 15, 2010 PTAC Meeting*  |                  |
| 3. Partnership Reports  |                  |
| • Partnership Board<br>Chair: Rick Ramacier, CCCTA<br><i>There is no Partnership Board meeting scheduled.</i>   |                  |
| • Transit Finance Working Group*<br>Chair: Joanne Parker, SMART<br><i>The Transit Finance Working Group met on August 4, 2010.</i>                      |                  |
| • Local Streets and Roads Working Group*<br>Chair: Seana Gause, SCTA<br><i>The Local Streets and Roads Working Group met on September 9, 2010.</i>      |                  |
| • Programming and Delivery Working Group*<br>Chair: Amber Crabbe, SFCTA<br><i>The Programming and Delivery Working Group meets on October 18, 2010.</i> |                  |

### DISCUSSION ITEMS

**1:45 p.m.**

- |  |  |
|--|--|
| 4. Legislative Report ( <i>Rebecca Long</i> )<br><i>(MTC staff will present an update on legislative actions, including the State Budget.)</i>   |  |
| 5. TIP Investment Analysis: Focus on Communities of Concern* ( <i>Doug Johnson and Sri Srinivasan</i> )<br><i>(The Draft 2011 Transportation Improvement Program (TIP) is currently out for public review. Staff will present an investment analysis with a focus on communities of concern for review and input.)</i> |  |
| 6. Overview of Sustainable Communities Strategy* ( <i>Ashley Nguyen</i> )<br><i>(Staff will present an overview of the Sustainable Communities Strategy, including potential key milestones and processes.)</i>  |  |
| 7. Update on Climate Initiatives Program: Innovative and Safe Routes to School Creative Grants* ( <i>Ashley Nguyen, Craig Goldblatt, and Brenda Dix</i> )<br><i>(MTC staff will present an update on this competitive grant program.)</i>  |  |
| 8. Draft Public Participation Plan* ( <i>Catalina Alvarado</i> )<br><i>(The Draft Public Participation Plan is currently undergoing its public comment period. Staff is recommending that this comment period be extended.)</i>  |  |

**INFORMATION ITEMS / OTHER BUSINESS**

**2:40 p.m.**

9. TIP Amendment Update\* (*Sri Srinivasan*)  
(The current TIP and subsequent TIP Amendments are available online at:  
<http://www.mtc.ca.gov/funding/tip> ).
10. Recommended Future Agenda Items (*All*)
11. Public Comment

**Next meeting on:**

Monday, October 18, 2010  
1:30 p.m. to 3:30 p.m.  
MetroCenter, 2<sup>nd</sup> Floor Claremont  
101-8th Street, Oakland 94607

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- \* Agenda Items attached
- \*\* Agenda Items with attachments to be distributed at the meeting.

Contact Kenneth Folan at 510.817.5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) if you have questions regarding this agenda.

**Public Comment:** The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the Chair's judgment, it is necessary to maintain the orderly flow of business. **Record of Meeting:** MTC meetings are taped recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. **Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call (510) 817-5757. **Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59 or #59A from Montclair; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the TakeTransit<sup>SM</sup> Trip Planner at [www.511.org](http://www.511.org) to plan your trip. **Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

## PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

March 15, 2010

Page 1 of 2

1. Introductions

2. Minutes of December 7, 2009 PTAC Meeting

The minutes for the December 7, 2009 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Joanne Parker, Chair* – The TFWG met on March 3, 2010. The group went over 1) ARRA grants status; 2) deadlines regarding Prop 1B applications related to State bond sales. There was a bond sale on March 11, Prop 1B and High Speed Rail were included and the amounts are to be released on March 16.

Local Streets and Roads Working Group (LSRWG) – *Seana Gause, Chair* - The LSRWG met on March 4, 2010. The group is updating the Strategic Plan; a subcommittee has been formed and is meeting twice monthly.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on March 15, 2010. Key topics of discussion included: 1) CTC/State Budget update, the state sold \$2.5B in bonds; the State received a windfall of approximately \$450M in potential additional SHOPP funds due to the continuing resolution and absence of Earmark OA; Sean Co (MTC) provided a presentation on the new Complete Streets Checklist. The Group elected a new chair and Vice Chair; Amber Crabbe (SFCTA), Chair and Vivek Bhat (ACCMA), Vice-Chair.

### Discussion Items

4. Legislative Report

*Rebecca Long (MTC)* reported that there is a one month extension to SAFETEA and additional stimulus proposals are under consideration by Congress. The only transportation provision is the extension of SAFETEA through CY 2010. Rebecca distributed a summary on the proposed gas tax swap and its effects on the region.

5. 2011 TIP Development

*Sri Srinivasan (MTC)* reported that March 19 is the deadline to submit new non-exempt projects into the 2011 TIP. Sponsors are requested to send a list projects that may affect air quality conformity by March 19.

6. American Recovery and Reinvestment Act 2009 Update

*Ross McKeown (MTC)* provided an update on ARRA monthly reporting and project delivery, reminding sponsors of reporting guidelines. The region delivered 100% of its ARRA funds by FHWA's March 2 deadline. The regional deadline to reobligate is March 31; July 1 is the Caltrans deadline for final submittal of any ARRA obligations. *Anne Richman (MTC)* reported that 100% of the transit ARRA funds were obligated by the March 5 deadline. Nationwide, 100% of the transit ARRA funds were obligated by the deadline; therefore there will be no redistribution of funds. Anne provided deadlines for ARRA grant revisions. The Department of Transportation will be presenting a workshop on ARRA Fraud Awareness at the April 3 Transit Finance Working Group meeting.

7. Jobs for Main Street Act of 2010

*Ross McKeown (MTC)* reported on the current proposed Jobs legislation. The Senate has changed the proposed bill significantly. Congress is now considering extending SAFETEA until the end of CY 2010. Staff is working with the CMAs on the highway side of the Jobs bill in identifying LS&R projects. Most projects have gone through pre-NEPA screening, but cannot receive final clearance until the bill is enacted.

## **PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES**

March 15, 2010

Page 2 of 2

8. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding  
*Craig Goldblatt (MTC)* summarized the core programs and implementation schedule. The Strategic Plans are due from the CMAs on April 1. The final projects lists due from CMAs on July 30, staff is requesting a draft list of projects by June 15. From October 1-30, the CMAs are to enter backup listing projects into FMS. Committee members questioned why 4% planning from the block grant is required when there is already CMA and Regional Planning provided for in the Act for the three years. Staff responded that each county would have discretion as to whether or not they wanted to use more funds for planning off the block grant program. Several Committee members expressed dissatisfaction in that transit operators are not eligible for planning funds when they too have similar program responsibilities.
9. Bay Area Climate Initiative Competitive Grants  
*Ashley Nguyen (MTC)* distributed a staff memo and provided an overview of the Bay Area Climate Initiative Competitive Grants. The Youth Education Grants have been removed and the competitive grants now comprise of Innovative Grants and Safe Routes to School (SRTS) Creative Grants program. There will be a single solicitation for both grant programs and will follow the same overall process. There will be a 2-part process; part one consists of submitting a Letter of Interest (LOI). An evaluation committee will review the submissions to determine the most promising applicants based on a high-medium-low scale. Those applicants will be invited to participate in part two, and submit a formal proposal and application. MTC will be administering both programs and will take administrative fees of the top of each program, policy allows for up to 4%. There will be up to twelve Innovative Grants projects and up to four SRTS projects. Ashley summarized the objectives, schedule and next steps for the programs. Federal-aid requirements do apply. Some Committee members did not with pulling resources from STP/CMAQ funding when there's a regional planning fees and then additional administrative fees for individual programs; others stated that since resources are slim, it will be difficult to partner with a non-profit and administer the program.

### **Information Items / Other Business**

10. TIP Amendment Update  
The deadline to submit for the last amendment to the 2009 TIP will be March 31 for a formal amendment and May 28 for an administrative modification. The 2009 TIP will be locked down from May 28 – October 1. The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>.
11. Recommended Future Agenda Items

### **Proposed Next Meeting:**

Monday, September 20, 2010

1:30 p.m. – 3:30 p.m.

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101-8<sup>th</sup> Street, Oakland, CA 94607



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## TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, AUGUST 4, 2010, 10:00 A.M. – 12:00 P.M.  
METROCENTER, 2<sup>ND</sup> FLOOR, CLAREMONT CONFERENCE ROOM  
101 EIGHTH STREET, OAKLAND, CA 94607

**Estimated Time**

### Discussion Items

- |   |        |
|---|--------|
| 1. Introductions  | 3min   |
| 2. Legislative Update ( <i>Rebecca Long, MTC</i> )                      | 10 min |
| 3. 1% for Security Requirement ( <i>Ted Matley, FTA</i> )               | 15 min |
| 4. Transit Planners Update ( <i>Joanne Parker, City of Santa Rosa</i> ) | 5 min  |
| 5. SRTP ( <i>Theresa Romell, MTC</i> )                                  | 5 min  |
| 6. 5307/5309 Grant Amendments ( <i>All</i> )                            | 5 min  |

### Information Items / Other Items of Business:

- |   |        |
|---|--------|
| 7. 2011 TIP Development* ( <i>Sri Srinivasan, MTC</i> )                                       | 5 min  |
| 8. 2009 TIP Updates** ( <i>Sri Srinivasan, MTC</i> )  | 5 min  |
| 9. ZEB update** ( <i>Glen Tepke, MTC</i> )  | 5 min  |
| 10. Transit Sustainability Project Update* ( <i>Carolyn Clevenger, MTC</i> )                  | 15 min |
| 11. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* ( <i>Amy Burch, MTC</i> ) | 10 min |
| 12. TCRP/SGR Report Back** ( <i>Glen Tepke, MTC</i> )   | 10 min |
| 13. CTC Update* ( <i>Memo only</i> )  | 1 min  |
| 14. Recommended Future Agenda Items ( <i>All</i> )  | 2 min  |

### Next Transit Finance Working Group Meeting:

Wednesday, September 1, 2010  
10:00 a.m. – 12:00 p.m.  
Fishbowl Conference Room, MTC Metro Center

\* = Attachment in Packet \*\* = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or [gtepke@mtc.ca.gov](mailto:gtepke@mtc.ca.gov) if you have questions about this session.



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LOCAL STREETS AND ROADS WORKING GROUP  
101 - 8<sup>th</sup> St., 1<sup>st</sup> Floor, Room 171  
Thursday, September 9, 2010  
9:00 a.m. – 12:00 p.m. - LSRWG

### AGENDA

<u>Topic</u>	<u>Estimated Time</u>
<b>1. Introductions</b> ( <i>Seana Gause, Chair</i> )	5 min
<b>2. Review of June 3, 2010 Minutes*</b> ( <i>Seana Gause, Chair</i> )	5 min
<b>3. Programming Updates:</b>	
A. Report of Federal Inactive Obligations* ( <i>Marcella Aranda</i> )	10 min
i. American Recovery and Reinvestment Act (ARRA) Update*	
B. Local Safety Programs Monitoring Update* ( <i>Marcella Aranda</i> )	10 min
<b>4. Caltrans Items:</b>	
A. Federal Programs Update ( <i>Sylvia Fung, Caltrans D4</i> )	10 min
i. Federal-Aid Project Funding Guidelines FY 2010-11*	
B. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* ( <i>Memo Only</i> ) ( <i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i> )	
i. DLA-OB 10-09, "Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-aid Highway Projects and FTA Transfers " – Revision 1* ( <i>Information is disseminated to revise the DLA-OB 10-09, "Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-aid Highway Projects and FTA Transfers". The DLA-OB 10-09 is now available online at: <a href="http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA-OB-10-09_Rev.pdf">http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA-OB-10-09_Rev.pdf</a>.</i> )	
ii. DLA-10-10 "High-Risk (Formerly "Major") ITS Project Procedure Change" ( <i>A new Office Bulletin DLA 10-10 "High-Risk (Formerly "Major") ITS Project Procedure Change" has been posted to Caltrans Local Assistance website at: <a href="http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm">http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</a>.</i> )	
iii. COIN #10-6 "Prompt Payment Provisions and Enforcement Mechanisms" ( <i>A new Construction Oversight Information Notice (COIN) has been posted to the Local Assistance website at: <a href="http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm">http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm</a></i> )	
<b>5. Standing Updates:</b>	
A. Legislative Update ( <i>Rebecca Long</i> )	5 min
B. PTAP 12 Update* ( <i>Amy Burch</i> )	10 min
C. Regional Pavement Conditions Update ( <i>Sui Tan</i> )	5 min
D. S.O.S – Strategic Plan Update** ( <i>Ben Tripousis</i> )	20 min
<b>6. Discussion Items:</b>	
A. Local Street & Road Input into the 2013 Long-Range Regional Plan ( <i>Theresa Romell</i> )	10 min
B. Biennial Revenue and Performance Survey* ( <i>Theresa Romell</i> )	10 min
C. Collaborative for Sustainable Transportation & Infrastructure Construction (CSTIC) ( <i>Jeff Dhont, EPA</i> )	30 min
D. CalRecycle Rubberized Asphalt Concrete Cooperative Purchase Program* ( <i>Theron Roschen, Jacobs</i> )	30 min
<b>7. Informational Items:</b>	
A. Asphalt Pavement Association of California (APACA) 3 <sup>rd</sup> Annual Asphalt Pavement Conference*	
B. UC Berkeley ITS Technology Transfer: Asphalt Pavement Training Session*	
C. TIP Update* ( <i>Sri Srinivasan</i> ) ( <i>The current TIP and subsequent TIP Amendments are available online at: <a href="http://www.mtc.ca.gov/funding/tip">http://www.mtc.ca.gov/funding/tip</a></i> )	5 min

D. PMP Certification Status\* (*Memo Only*)

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

**8. Recommended Agenda Items for Next Meeting: (All)**

5 min

**Proposed Next LSRWG Meeting:**

**Thursday, October 7, 2010**

9:00 a.m. - 11:00 a.m. – LSRWG

11:00 a.m. – 1:00 p.m. – S.O.S.

**MetroCenter, 3<sup>rd</sup> Floor, Fishbowl**

101-8<sup>th</sup> Street, Oakland 94607

\* = Attachment in Packet

\*\* = Handouts Available at Meeting

Contact MTC staff liaison, Theresa Romell, at 510.817.5772 if you have questions regarding this agenda.



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: September 20, 2010

FR: Doug Johnson and Sri Srinivasan

RE: TIP Investment Analysis: Focus on Low-Income and Minority Populations

The 2011 Transportation Improvement Program (TIP) is currently out for public comment with approval scheduled for October 2010.

To further assist in the public assessment of the 2011 TIP, and specifically to address the equity implications of the proposed 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 and geographic criteria to calculate the shares of 2011 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 that of the general population. The attached report presents the results of that analysis.

We will provide a brief overview of the investment analysis at your meeting as well as the September 22, 2010 Commission meeting. The public hearing on the 2011 TIP has been extended to the same date. In addition, staff presented the findings and received comments from the Policy Advisory Council at their September meeting. The public comment period has been extended through September 30th to take comments on the investment analysis as well as the 2011 TIP and the Conformity Analysis. The 2011 TIP is scheduled for adoption by the Commission at the October 27, 2010 meeting.

As this is the first time out the gate for an analysis that has few national models, we expect that future iterations of the investment analysis for the 2013 TIP and its successors can improve on some of the limitations encountered in both the population use-based and geographic-based approaches. Among the improvement areas for consideration:

- Continue to research and identify best practices in the field;
- Improve mapping of GIS data;
- Update and make more consistent available survey data sets for Bay Area travel behavior and demographics; and
- Improve the analytical framework for assessing benefits and burdens to communities of concern for a set of planned infrastructure investments.

## 2011 TIP Investment Analysis: Focus on Low-Income and Minority Communities

### Introduction

The 2011 Transportation Improvement Program (TIP) is currently out for public comment with approval scheduled for October 2010. This major programming document lists all Bay Area surface transportation projects that have a federal interest – meaning projects for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. The 2011 TIP is a voluminous document, but MTC has produced a short, user-friendly guide to the TIP to facilitate public participation in the TIP adoption process. This booklet, *A Guide to the San Francisco Bay Area's Transportation Improvement Program*, is available through the MTC-ABAG Library, or online at [http://www.mtc.ca.gov/funding/tip/DRAFT\\_2011/Guide\\_to\\_TIP\\_8-10.pdf](http://www.mtc.ca.gov/funding/tip/DRAFT_2011/Guide_to_TIP_8-10.pdf).

To further assist in the public assessment of the 2011 TIP, and specifically to address the equity implications of the proposed 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 and geographic criteria to calculate the shares of 2011 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 that of the general population. This report presents the results of that analysis.

While this investment analysis is a companion to the 2011 TIP, it is also a follow-up to several related MTC efforts, including the Transportation 2035 Equity Analysis (February 2009) and the more recent Snapshot Analysis for MTC Communities of Concern (June 2010). Together, these efforts are meant to provide accurate and current data to help inform decision-makers and the public, and to inform and encourage engagement in the public participation process. This is the first investment analysis for the TIP, and MTC staff actively seeks your feedback. MTC strives to employ best practices in metropolitan planning, and we constantly seek to refine and improve the analytical work that undergirds our planning processes.

### About the 2011 TIP

The Bay Area’s 2011 TIP includes nearly 1,000 transportation projects, and a total of approximately \$11.1 billion in committed federal, state and local funding over the four-year TIP period through Fiscal Year 2014. Figure 1 below illustrates the relative share of the 2011 TIP fund sources, with local sources comprising the largest share at nearly one-half of total funding. See Attachment A for a map of projects with costs greater than \$200 million.

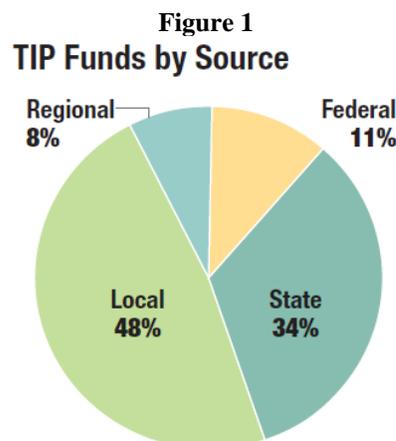
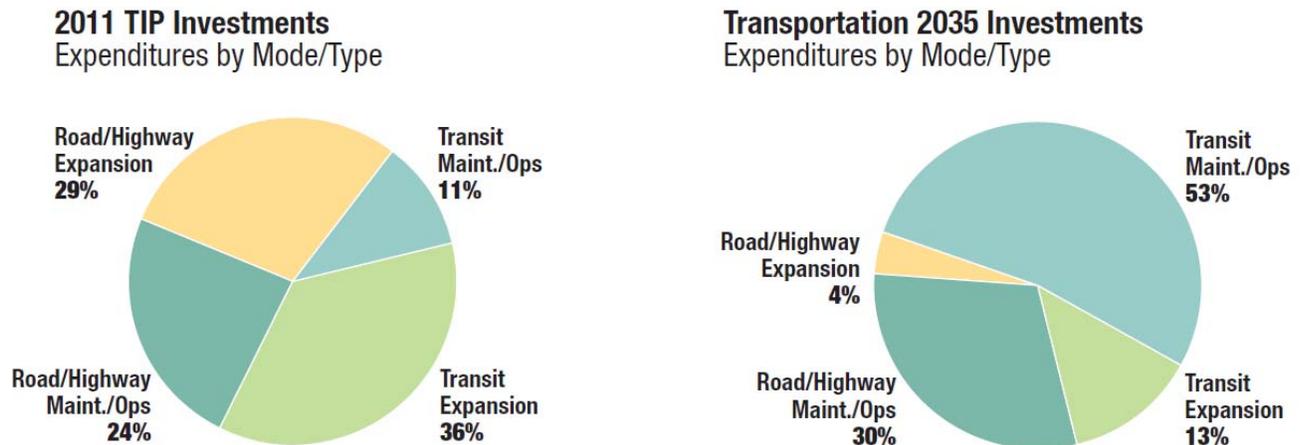


Figure 2 below at left shows the planned investments in the 2011 TIP by transportation mode (road/highway or transit) and type of expenditure (maintenance/operations or capital expansion). As a frame of reference, the Transportation 2035 Plan expenditures by mode and function are shown as well at right.

**Figure 2**



The most striking difference is that the share of capital expansion for both transit and roads/highways is much greater in the 2011 TIP than is the case for the Transportation 2035 Plan. Also, the share of road/highway investments in the 2011 TIP is substantially larger than the counterpart share in the Transportation 2035 Plan.

The main reason for this difference is that the TIP represents only a fraction of Bay Area transportation investments and is only a four-year snapshot. The 2011 TIP accounts for roughly 50 percent of all planned investments captured in Transportation 2035 over the four-year period. Because the TIP is focused on projects that have federal funds, will require a federal action, or are regionally significant, it tends by its nature to be more heavily weighted toward capital projects – such as roads, transit extensions and replacement of transit vehicles. The majority of funds that go to operate and maintain the region’s transportation system – both for transit and streets and roads – are not a part of the TIP. For this reason, the TIP investments are not representative of the broader funding picture in Transportation 2035, the region’s long-range plan.

Another feature of the TIP that distinguishes it from the region’s long-range plan is that it tends to be a more dynamic document – meaning that it is amended frequently to reflect changing fund sources and project changes, and on-going programming efforts. For example, the current 2011 TIP does not yet reflect over \$1 billion in Federal Transit Administration (FTA) formula funds because the Commission has not yet adopted a final program. These funds have historically been directed to transit rehabilitation. Once the action occurs, the 2011 TIP will be amended to include the projects and funding. As context, the 2009 TIP has been amended over 50 times since its adoption two years ago.

### **Equity and Environmental Justice Considerations**

As the federally designated MPO, MTC is responsible for developing a long-range regional transportation plan and the TIP. The legal, regulatory, and policy framework for addressing equity and environmental justice as it relates to the long-range transportation planning process is included in Appendix A and includes: 1) Title VI of the Civil Rights Act; 2) Federal Guidance on Environmental Justice; and 3) MTC’s Environmental Justice Principles.

These laws, regulations, and policies form the basis of analyzing MTC's Transportation 2035 Plan for equity and inform the 2011 TIP Investment Analysis. However, no specific federal standard, policy or guidance exists related to how an environmental justice assessment or equity analysis should be performed for a long-range plan, nor are there identified standards against which MTC can measure its findings. Similarly, for the 2011 TIP, there is no federal guidance on completing an investment analysis. Therefore MTC is building on the work undertaken in the Transportation 2035 analysis and seeking feedback from stakeholders on the methodology and future enhancements to the methodology.

### Bay Area – Demographic Context

Before embarking on a discussion of the analysis, it is important to understand demographic and travel patterns for the Bay Area. In terms of overall demographics, roughly 25 percent of the region's households are low-income, defined as households with incomes that fall below 200 percent of the federal poverty level. Also, the Bay Area is now a "majority minority" region with 54 percent of the households in the racial/ethnic minority category. Table 1 provides summary information on demographics.

**Table 1. Population Distribution by Income and Race/Ethnicity**

Population Distribution by Household Income		
	Population	% of Total
<b>Low-Income (<math>\leq</math> \$50,000)</b>	1,753,180	25%
<b>Not Low-Income (<math>&gt;</math> \$50,000)</b>	5,155,599	75%
<b>Total</b>	6,908,779	100%
Population Distribution by Race/Ethnicity		
	Population	% of Total
<b>Minority</b>	3,721,079	54%
<b>White Non-Hispanic</b>	3,176,804	46%
<b>Total</b>	6,897,883	100%

Sources: American Community Survey (ACS): Public Use Microdata Sample 2008 and 2005-2007 ACS.

Most notably in terms of travel patterns, Figure 3 illustrates that trips by all Bay Area residents are overwhelmingly made by motor vehicle (80 percent) by the population at large, followed by non-motorized trips (12 percent), and transit (7 percent). While there are real differences for travel patterns for minority and low-income populations, motor vehicles are still the primary mode for trips at 65 percent or greater for both groups (see Figure 4).

**Figure 3**

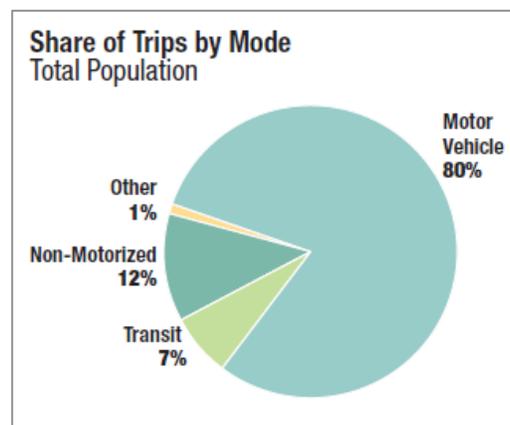
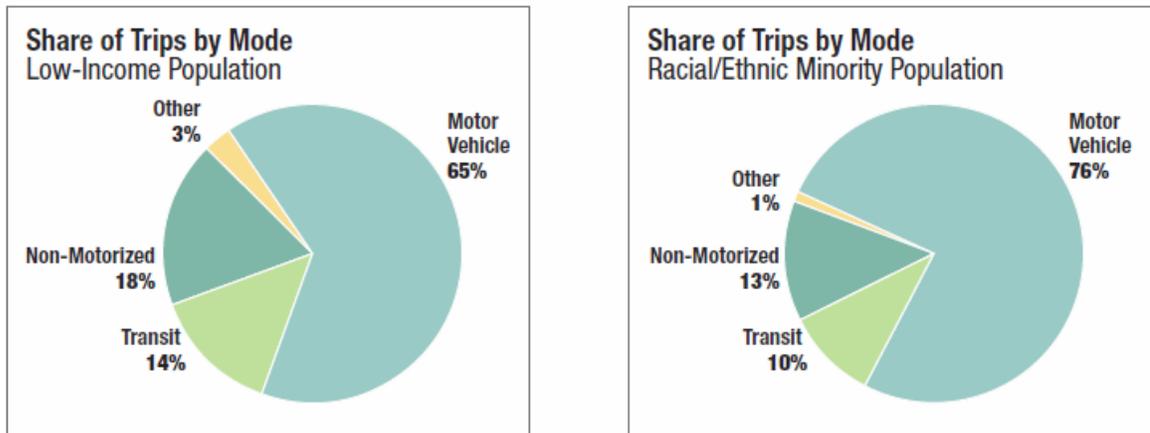


Figure 4



### Investment Analysis Overview and Results

The 2011 TIP Investment Analysis uses two different methodologies to compare how low-income and minority communities may be affected by the proposed investments in the 2011 TIP:

1. **Population Use-Based Analysis:** This analysis is use-based. It compares the estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations. In the aggregate, the analysis measures transit and motor vehicle trips using the 2000 Bay Area Travel Survey (2000 BATS). In drilling deeper into the slice of roadway investment alone, the analysis uses vehicle miles traveled (VMT) as the measure of system use from the 2000 BATS. Similarly, for a more refined look at transit investment alone, transit trips are measured using data from MTC's 2006 Transit Passenger Demographic Survey.
2. **Geographic-Based Analysis:** This analysis is location and access-based; it does not take into account system use. It compares the estimated percent of investment in communities of concern (CoCs) to the percent of population or infrastructure located within communities of concern. The analysis relies on MTC geographic information system (GIS) data to assign investments either within or outside of communities of concern. For a local project, the entire investment is either assigned within or outside of a CoC based on its location. For a network/system project, a share of the investment is assigned based on the percent of route miles/stations (transit) or lane miles (state highway, bridge, and local roads) in communities of concern.

Before undertaking this analysis, MTC staff reviewed TIPs prepared by Metropolitan Planning Organizations (MPOs) around the United States for best practices. Most TIPs were not accompanied by an investment or equity analysis. In the few examples found that included an analysis, only a geographic approach was followed. In the interest of broadening the analytical framework for this TIP analysis, staff has undertaken two approaches to better inform decision-makers and the public. The methodologies for each approach and the results are discussed below. Appendix B includes definitions and data sources used in this analysis.

**Population Use-Based Analysis**

The population-based analysis was conducted as follows:

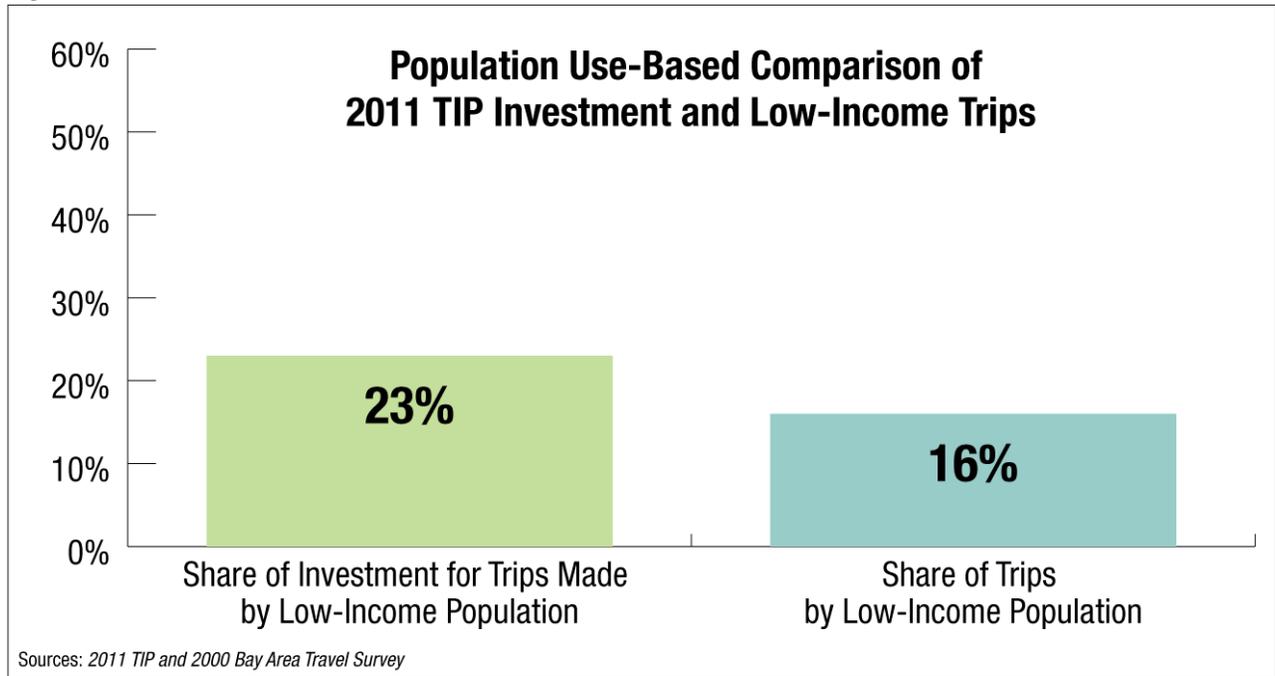
- The 2011 TIP investments were separated into two modes: transit and road/highway.
- Investments were allocated in each category to low-income and minority populations, and other populations according to each groups' usage share of each mode at the county or transit operator level.
  - First, to analyze what share of each mode (transit and roads/highways) low-income and minority populations utilize, the following definitions were used:
    - *Low-Income Households*: Low-income households were defined as households earning \$50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level.
    - *Minority Households*: For this analysis, minority households were defined using U.S. Census Bureau definitions.
  - Second, the assignment of investment by usage was performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis was conducted at the county level for highways and roadways and at the transit-operator level for transit. As an illustrative example, for a \$50 million state highway project in Alameda County, 18 percent or \$9 million, would have been assigned as a financial benefit to low-income populations and the remaining 82 percent or \$41 million to other populations because 18 percent of Alameda County motor vehicle trips are made by low-income populations based on the 2000 BATS. A similar approach was followed for transit investment allocations. For multimodal, aggregate analysis, trip data from the 2000 BATS were used. For the in-depth transit analysis, data came from MTC's 2006 Transit Passenger Demographic Survey. For the focused roadway analysis, vehicle miles traveled (VMT) and 2000 BATS data were used.
- Lastly, the investments by mode (from county or transit operator data) were summed for low-income and minority populations and for all other populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations was then compared to the percent of investment for trips supporting that population.

As a regional-level analysis, this assessment is quite coarse, and has several limitations. The most significant shortcoming is that the analysis does not directly assess the benefit and burden of specific projects or programs. With respect to assigning investment benefit from expansion projects to households, this analysis is limited to assuming that existing usage demographics apply, since current demographic and travel surveys do not include future riders or drivers who will be attracted to the areas served by these expansions either as origins and destinations. Moreover, the roadway-usage share does not account for the benefit to the region's transit vehicles that share the roads with private automobiles. Also, for simplicity, pedestrian and bicycle projects were assigned to local streets and roads and not specifically assigned based on usage by low-income or minority populations of these facilities, or walk/bike mode share.

**Population Use-Based Results**

Table 2. Population Use-Based Comparison of 2011 TIP Investment and Trips by Low-Income Population			
	2011 TIP Investments	% of Investment	% of Trips
Low-Income Population	\$2,586,489,148	23%	16%
Not-Low Income Population	\$8,525,706,550	77%	84%
<b>Total</b>	<b>\$11,112,195,698</b>	<b>100%</b>	<b>100%</b>

Figure 5

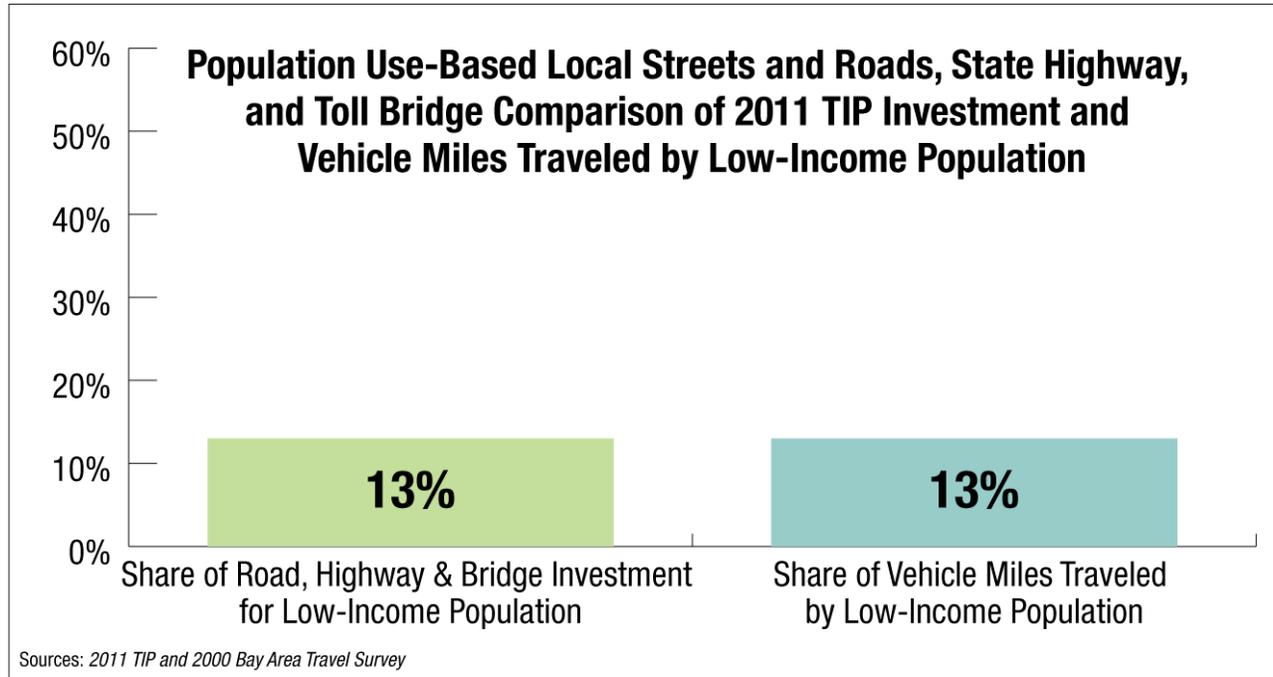


**Observations**

- The share of investment in projects that support trips made by the low-income population (23%) is greater than trips made by the proportion of the population that earns \$50,000 or less (16%).
- While the low-income population makes up 25% of the population of the Bay Area, this population accounts for only 16% of all trips.

Table 3. Population Use-Based Local Streets and Roads, State Highway, and Toll Bridge Comparison of 2011 TIP Investment and Vehicle Miles Traveled by Income Distribution			
	Road, Highway & Bridge Investment	% of Investment	% of Vehicle Miles Traveled
Low-Income Drivers (<\$50k/yr)	\$847,197,350	13%	13%
Not Low-Income Drivers (>\$50k/yr)	\$5,606,524,473	87%	87%
<b>Total</b>	<b>\$6,453,721,823</b>	<b>100%</b>	<b>100%</b>

Figure 6

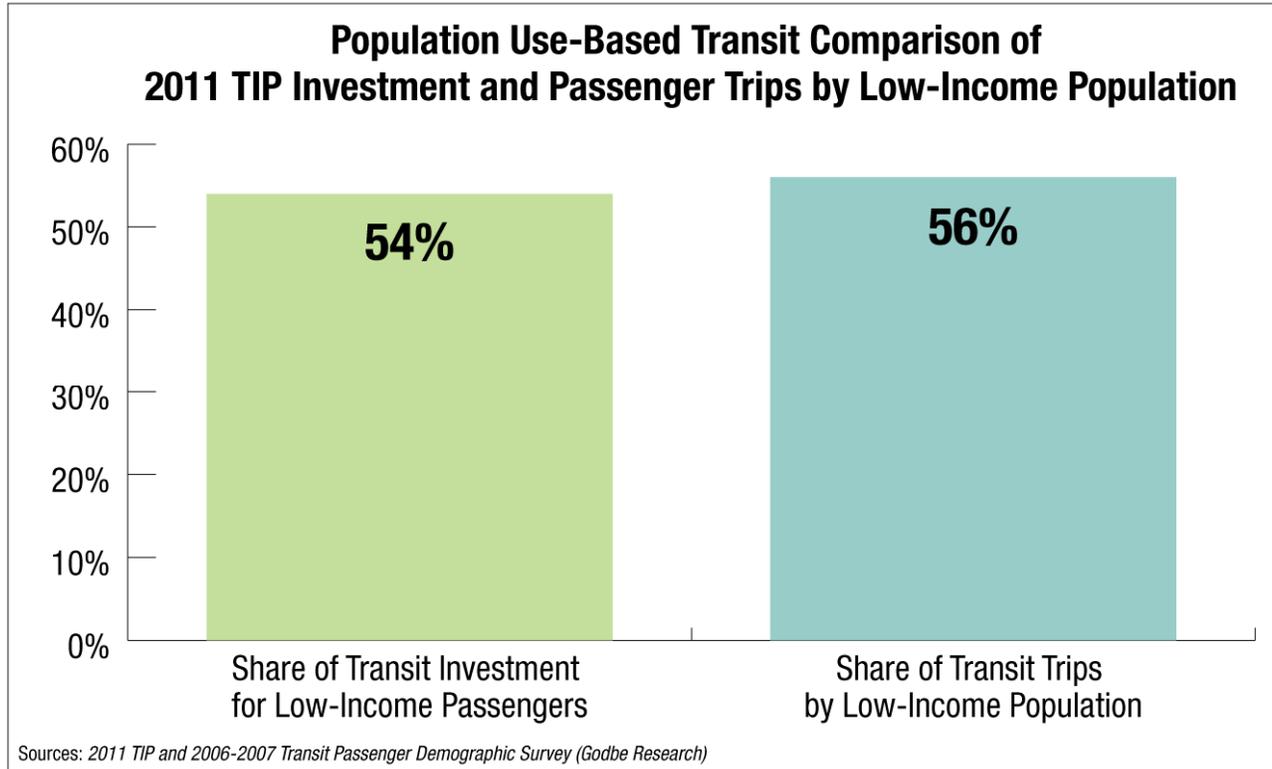


**Observations**

- The share of investment in local road, state highway and toll bridge systems that benefit the low-income population is equal to the share of total vehicle miles traveled by the low-income population on those systems.
- While the low-income population accounts for 25% of the total population in the Bay Area, this population accounts for 13% of the driving done in the region.

Table 4. Population Use-Based Transit			
Comparison of 2011 TIP Investment and Passenger Trips by Income Distribution			
	Transit Investment	% of Investments	% of Passenger Transit Trips
Low-Income Passengers (≤\$50k/yr)	\$2,521,638,084	54%	56%
Not Low-Income Passengers (>\$50k/yr)	\$2,136,835,791	46%	44%
<b>Total</b>	<b>\$4,658,473,875</b>	<b>100%</b>	<b>100%</b>

Figure 7

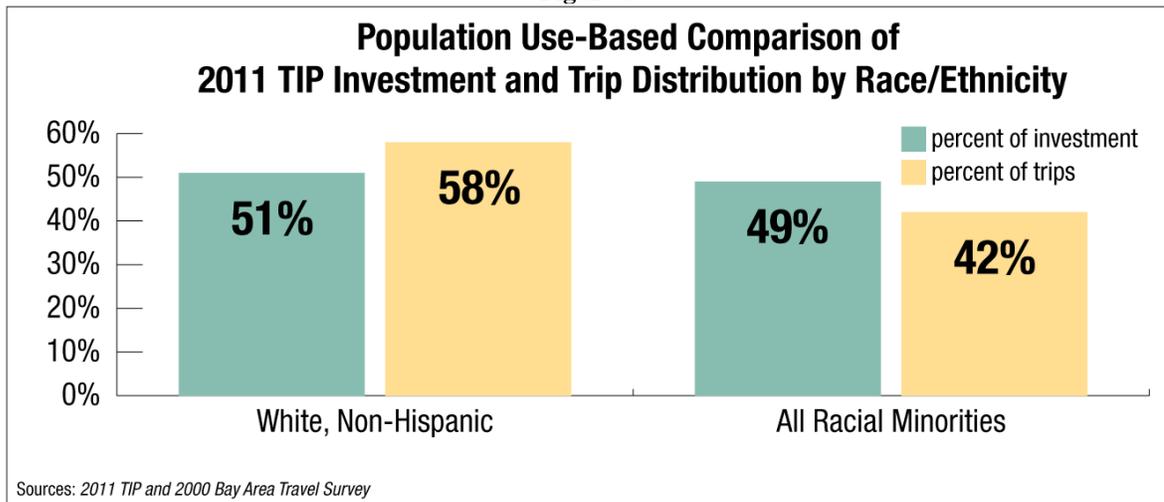


**Observations**

- The share of transit investment for low-income passengers (54%) is slightly less than the share of transit trips taken by low-income passengers (56%).
- While the share of the total population that is low-income is 25%, low-income passengers account for 56% of transit trips in the Bay Area.

Table 5. Population Use-Based Comparison of 2011 TIP Investment and Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Trips
White Non-Hispanic	\$5,673,464,310	51%	58%
All Racial Minorities	\$5,438,731,388	49%	42%
<i>Black/African-American</i>	\$1,075,939,122	10%	6%
<i>Asian or Pacific Islander</i>	\$2,035,565,264	18%	16%
<i>Hispanic/Latino</i>	\$1,618,662,659	15%	14%
<i>Other/Multiple Races</i>	\$708,564,343	6%	6%
<b>Total</b>	<b>\$11,112,195,698</b>	<b>100%</b>	<b>100%</b>

Figure 8



**Observations**

- While the white, non-Hispanic population of the Bay Area is 46% of the total population, this population’s share of trips is 58% of the total.
- Minority households make up 54% of the population in the Bay Area, but take only 42% of all trips.
- The share of transportation investment in the Bay Area that supports minority population trips is greater than the share of trips taken by these communities (see Figure 8 above), and this is a uniform result among all racial minority populations (see Figure 9 below).

Figure 9

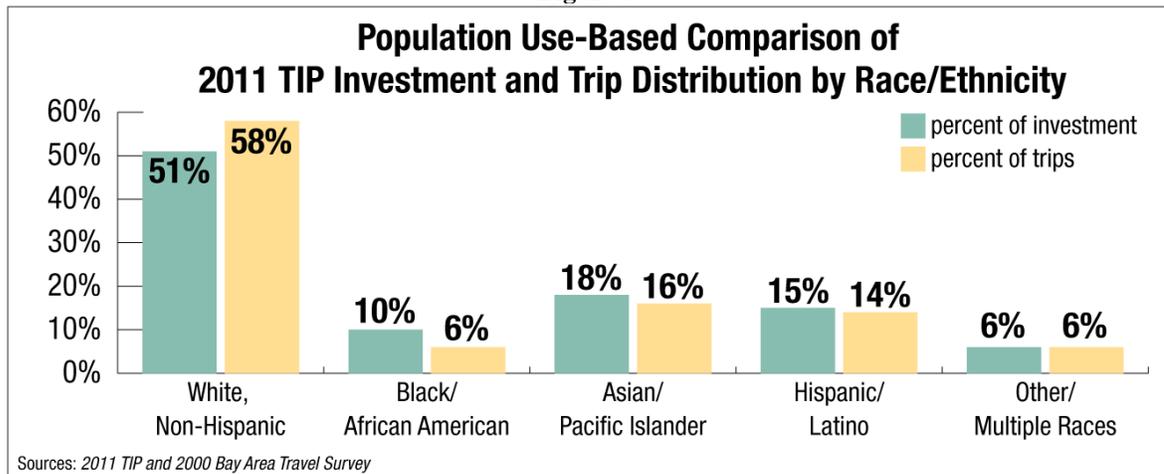
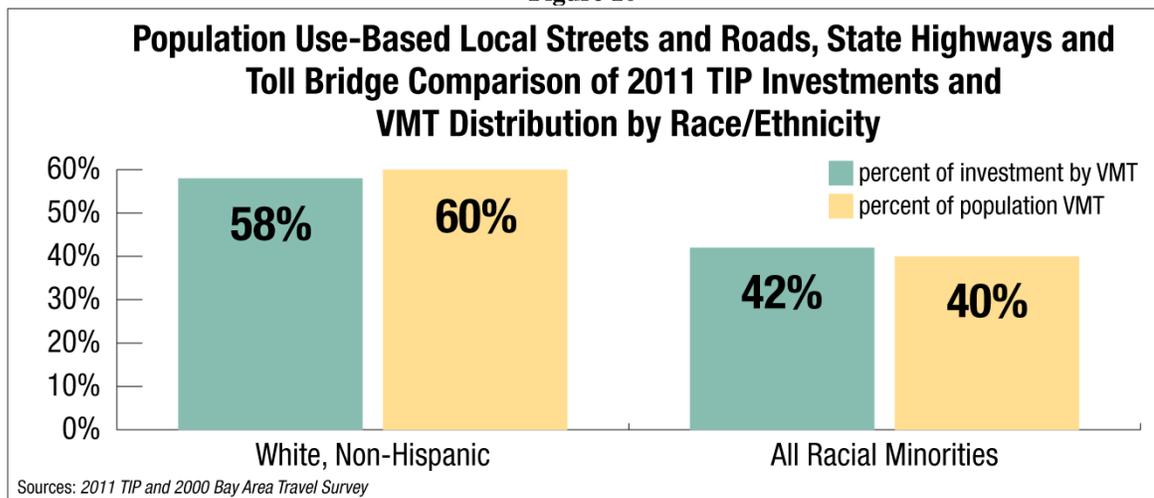


Table 6. Population Use-Based Local Streets and Roads, State Highways and Toll Bridge Comparison of 2011 TIP Investments and VMT Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of VMT
<b>White Non-Hispanic</b>	<b>\$3,761,895,184</b>	<b>58%</b>	<b>60%</b>
<b>All Racial Minorities</b>	<b>\$2,691,826,639</b>	<b>42%</b>	<b>40%</b>
<i>Black/African-American</i>	\$337,650,593	5%	5%
<i>Asian or Pacific Islander</i>	\$1,132,463,028	18%	16%
<i>Hispanic/Latino</i>	\$870,477,102	13%	14%
<i>Other/Multiple Races</i>	\$351,235,915	5%	5%
<b>Total</b>	<b>\$6,453,721,823</b>	<b>100%</b>	<b>100%</b>

Figure 10



**Observations**

- While the white, non-Hispanic population of the Bay Area is 46% of the total population, this population’s share of vehicle miles traveled is 60% of the total.
- Minority households make up 54% of the population in the Bay Area, but account for only 40% of the vehicle miles traveled in the Bay Area.
- The share of local streets and roads, state highway, and toll bridge investment that supports trips by minority communities in the Bay Area at 42% is slightly greater than the share of vehicle miles traveled by minority populations at 40% (see Figure 10 above), and this holds true for nearly all minority groups (see Figure 11 below).

Figure 11

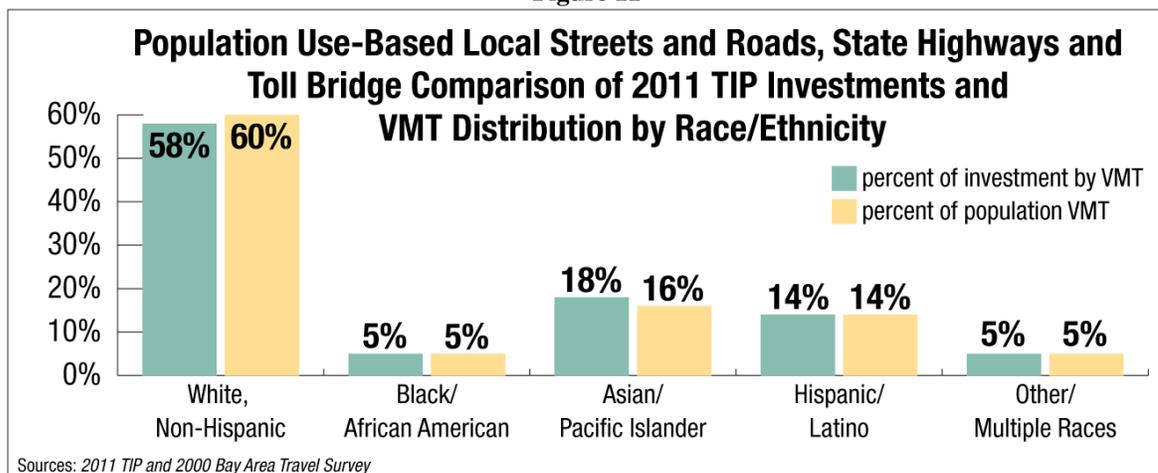
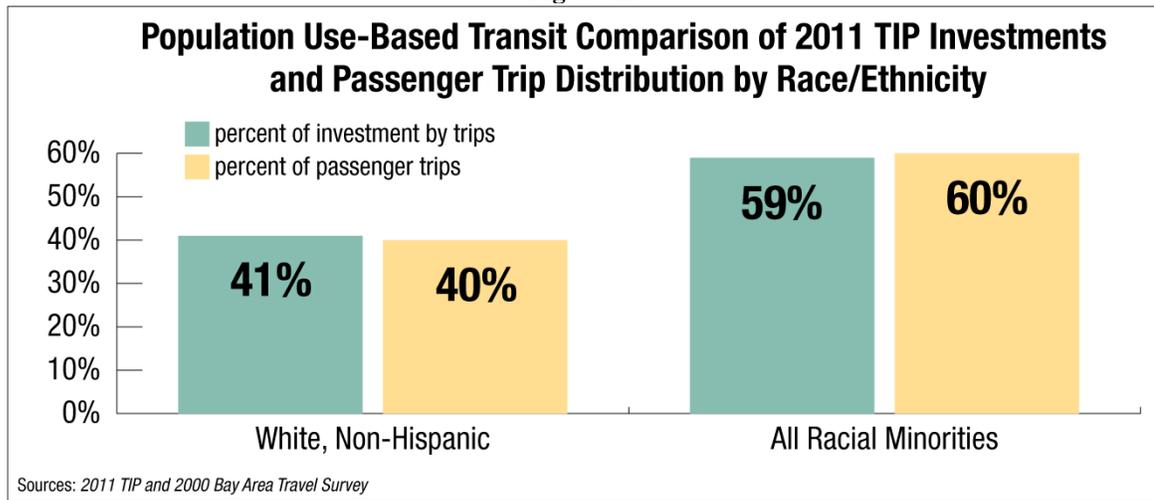


Table 7. Population Use-Based Transit Comparison of 2011 TIP Investments and Passenger Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Passenger Trips
White Non-Hispanic	\$1,924,343,073	41%	40%
All Racial Minorities	\$2,734,130,802	59%	60%
<i>Black/African-American</i>	\$652,360,591	14%	18%
<i>Asian or Pacific Islander</i>	\$812,963,001	17%	14%
<i>Hispanic/Latino</i>	\$1,065,715,287	23%	23%
<i>Other/Multiple Races</i>	\$203,091,923	4%	5%
<b>Total</b>	<b>\$4,658,473,875</b>	<b>100%</b>	<b>100%</b>

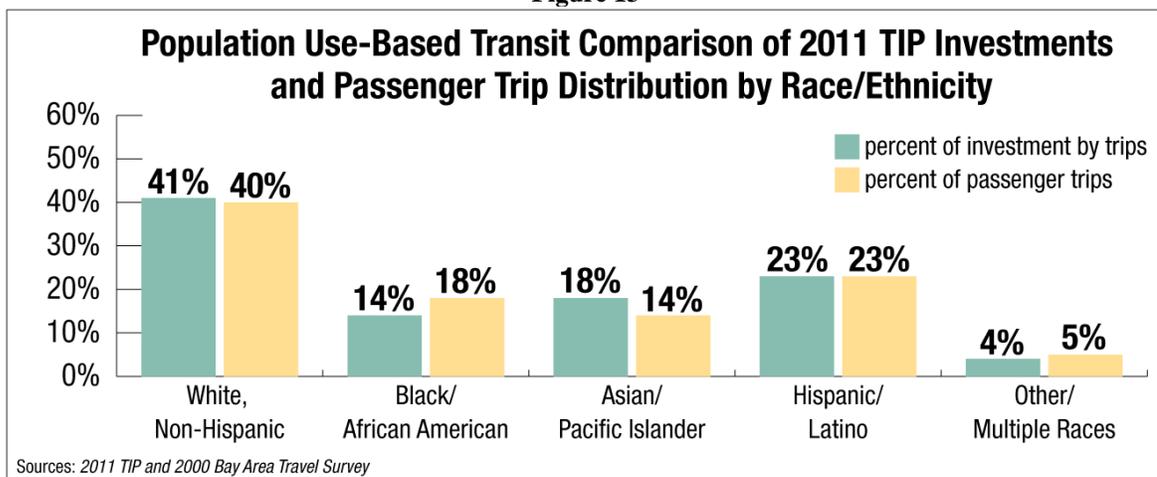
Figure 12



**Observations**

- While minority groups make up 54% of the Bay Area population, this population accounts for 60% of all transit trips.
- The share of investment in minority transit trips at 59% is slightly less than the share of transit trips made by minority populations (see Figure 12 above).
- The share of investment in minority transit trips is not uniform among different minority groups (see Figure 13 below).

Figure 13



**Geographic-Based Analysis**

The geographic-based analysis was conducted as follows:

- The 2011 TIP investments were assigned as either “in” communities of concern (CoCs) or “outside” of CoCs based on the approach below. By communities of concern, we mean Bay Area communities that have concentrations of either minority or low-income residents. For a more detailed definition of “communities of concern,” see Appendix B, “Definitions and Data Sources.”
  - All projects in the analysis were classified into two groups: 1) Local mapped projects; and 2) Network/system projects. Table 8 shows the relative split with the majority of both dollars (74 percent) and projects (69 percent) associated with network/system projects.

**Table 8. Summary of TIP Investments**

Project Type	TIP Investment Only (\$Billions)		# of Projects	
		%		%
Local Mapped Projects	\$2.9	26%	187	31%
Network/System Projects	\$8.2	74%	407	69%
<b>Total</b>	<b>\$11.1</b>	<b>100%</b>	<b>594</b>	<b>100%</b>

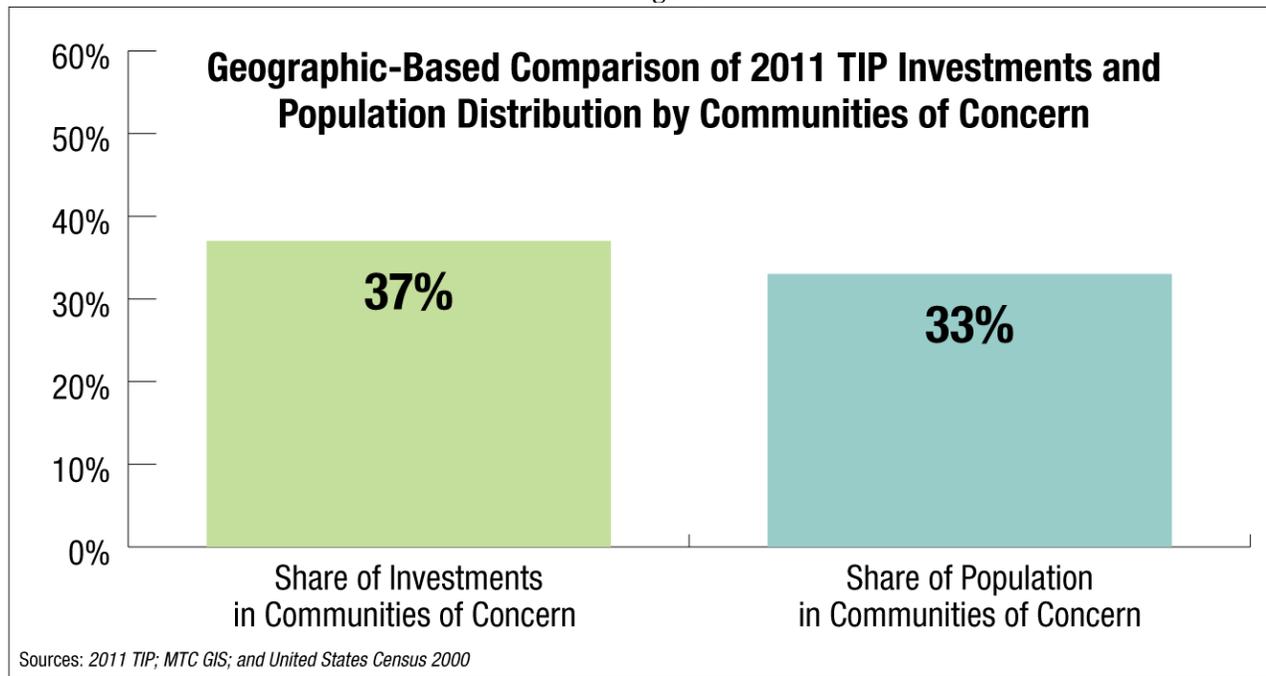
- Local mapped projects are compared against the physical locations of the CoCs. Funding for projects that are located in a CoC boundary have their funding amounts assigned to CoCs; those that do not intersect a community of concern are assigned to outside of communities of concern.
- Projects that are network or system-based are subdivided by mode (state highways, local roads, and transit) and have a share of funding assigned either in or outside of CoCs using percentages derived from MTC’s geographic information system (GIS) as follows:
  - a. State highway projects: based on the percentage of *each county’s total state highway lane-miles* in or outside of CoCs.
  - b. Local streets and roads projects: based on the percentage of *each county’s total local streets and roads lane-miles* in or outside of CoCs.
  - c. Transit projects: For rail and ferry, based on the percentage of *each operator’s total number of stations and terminals* in or outside of CoCs. For bus and multi-modal systems, based on the percentage of *each operator’s total route-miles* in or outside of CoCs.
  - d. Regional projects (freight/toll bridge): based on the regional aggregate of either state highway miles or road miles in or outside of CoCs.

The approach described above is used to partially address some of the limitations of a geographic analysis. Of the limited examples of TIP investment analysis found around the country, most MPOs used a geographic framework. However, in first applying a similar geographic methodology to the 2011 TIP, the findings suggested an over-weighting of investment benefit to communities of concern based on the location of several large infrastructure projects in the 2011 TIP. The hybrid approach taken here for the Bay Area is meant to more accurately portray the broader effect projects can have beyond just the immediate community, especially when the investment is to a state highway or road network, or regional transit system.

**Geographic-Based Results**

<b>Table 9. Geographic-Based Comparison of 2011 TIP Investments and Population Distribution by Communities of Concern</b>				
	<b>2011 TIP Investments</b>	<b>% of Total</b>	<b>2000 Population</b>	<b>% of Total</b>
<b>In Communities of Concern</b>	\$4,088,709,142	37%	2,253,155	33%
<b>Outside Communities of Concern</b>	\$7,023,486,556	63%	4,530,607	67%
<b>Total</b>	\$11,112,195,698	100%	6,783,762	100%

**Figure 14**

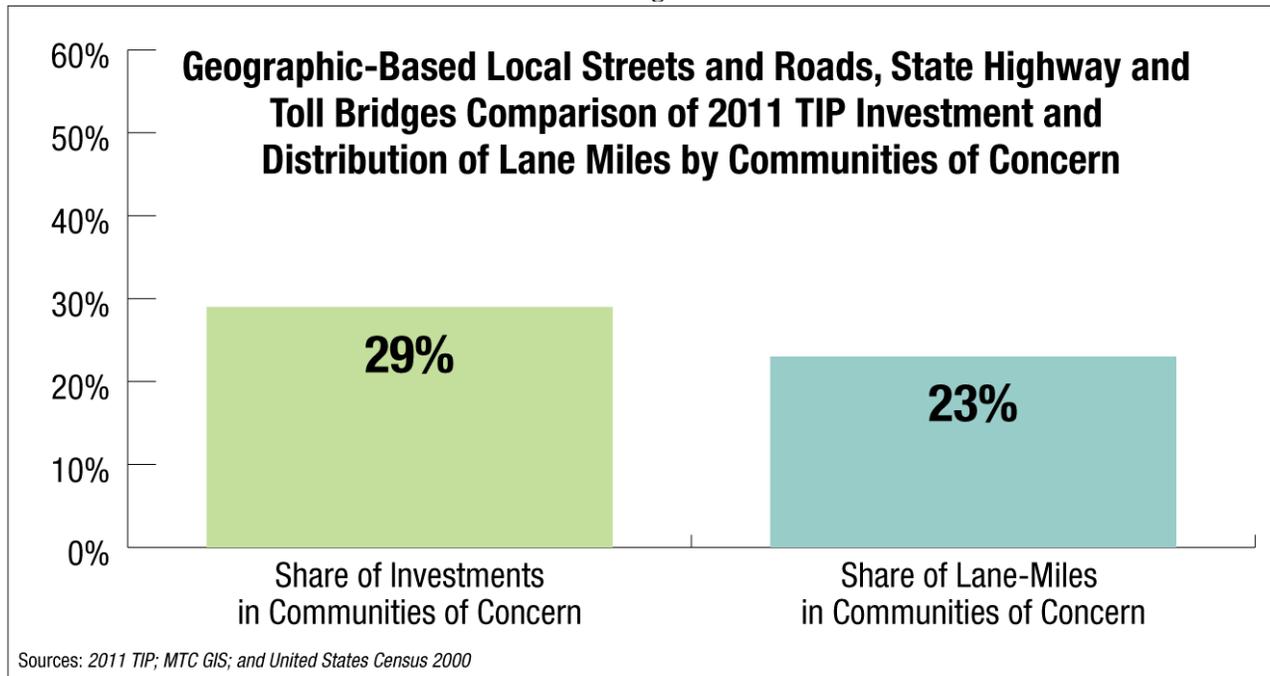


**Observations**

- The share of TIP investments attributed to Communities of Concern (37%) is greater than the share of the population living in Communities of Concern (33%).

Table 10. Geographic-Based Local Streets and Roads, State Highways and Toll Bridges Comparison of 2011 TIP Investment and Distribution of Lane Miles by Communities of Concern				
	2011 TIP Investments	% of Total	Lane Miles	% of Total
<b>In Communities of Concern</b>	\$1,895,889,381	29%	7,071	23%
<b>Outside Communities of Concern</b>	\$4,550,061,623	71%	24,238	77%
<b>Total</b>	\$6,445,951,004	100%	31,310	100%

Figure 15



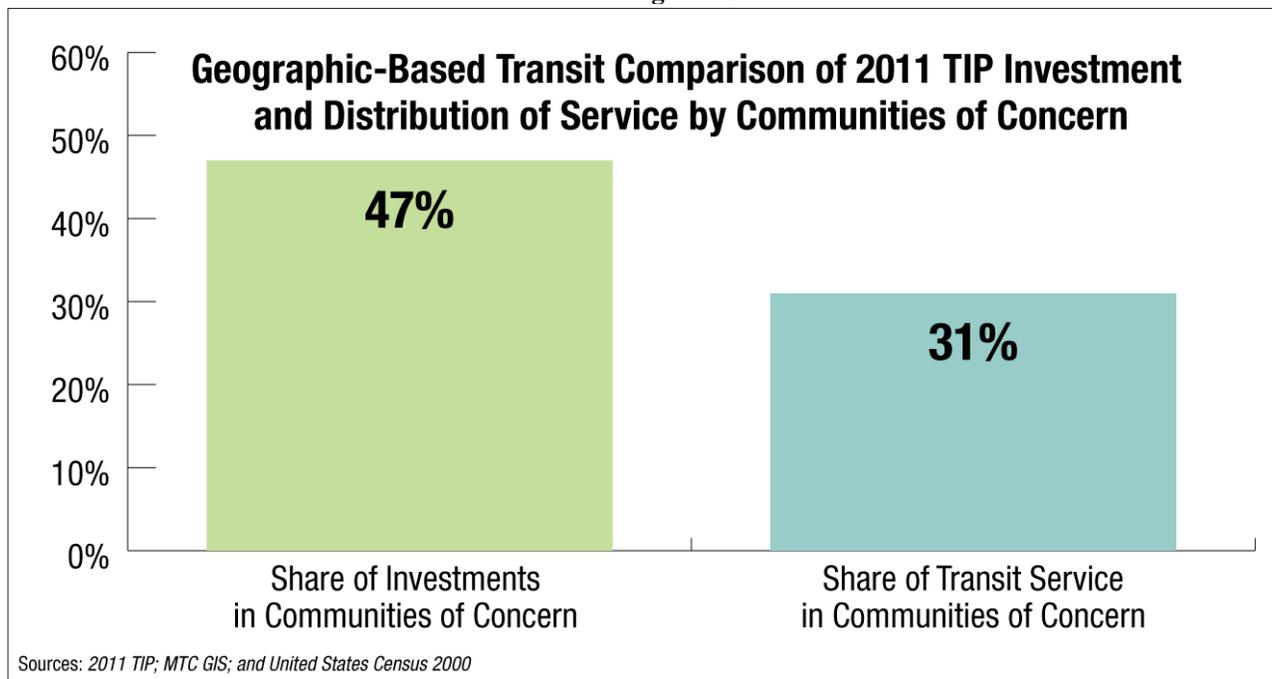
**Observations**

- The share of local streets and roads, state highway and toll bridge investments attributed to Communities of Concern (29%) is greater than the share of existing lane miles in Communities of Concern (23%).
- The share of existing lane miles in Communities of Concern (23%) is less than the share of the population living in Communities of Concern (33%).

Table 11. Geographic-Based Transit Comparison of 2011 TIP Investment and Distribution of Stops and Route Miles in Communities of Concern			
	2011 TIP Investments	% of Total	% of Transit Service*
In Communities of Concern	\$2,192,819,761	47%	31%
Outside Communities of Concern	\$2,473,424,933	53%	69%
<b>Total</b>	<b>\$4,666,244,694</b>	<b>100%</b>	<b>100%</b>

\* Bus and light-rail service is measured by share of route miles, heavy-rail and ferry service is measured by share of stops

Figure 16



**Observations**

- The share of transit investment attributed to Communities of Concern (47%) is significantly greater than the share of existing transit service in Communities of Concern (31%).
- The share of existing transit service in Communities of Concern (31%) is somewhat less than the share of the population living in Communities of Concern (33%).

**Key Findings**

The purpose of this investment analysis is to compare the allocation of 2011 TIP investments between low-income and minority and all other populations. The key question addressed is: “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”

This analysis attempts to take a relatively conservative approach to assigning investments (or “benefit”) to low-income households given some of the limitations of the analysis. The results suggest that according to several indices, the 2011 TIP invests greater public funding to the benefit of low-income and minority communities than their proportionate share of the region’s population or trip-making as a whole.

- The two approaches both concluded in the aggregate that there is a relatively higher proportional investment in the 2011 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations. Table 12 summarizes these results.

	<b>Share of 2011 TIP Investment</b>	<b>Share of Total Trips/Population</b>
<b>Population Use-Based</b>		
<i>Low-Income</i>	23%	16% (total trips)
<i>Minority</i>	49%	42% (total trips)
<b>Geographic-Based</b>	37%	33% (population - community of concern)

- In delving deeper into the investments by mode, one finds that the results are more mixed. For example, within the population use-based analysis for transit, the results showed that for low-income populations, the share of investment (54 percent) was slightly lower than the share of trips (56 percent). The share of investment in minority transit trips (59 percent), while greater than the minority share of the total population, was also slightly less than the share of transit trips made by minority populations (60 percent). The results were not uniform across all racial minority groups. For streets and road investments, the findings were generally reversed, with a greater or equal share of investment as compared to trips for both low-income and minority populations. In no case, however, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.

**Next Steps**

As this is the first time out the gate for an analysis that has few national models, we expect that future iterations of the investment analysis for the 2013 TIP and its successors can improve on some of the limitations encountered in both the population use-based and geographic-based approaches. Among the improvement areas for consideration:

- Continue to research and identify best practices in the field;
- Improve mapping of GIS data;
- Update and make more consistent available survey data sets for Bay Area travel behavior and demographics; and
- Improve the analytical framework for assessing benefits and burdens to low-income and minority populations for a set of planned infrastructure investments.

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## **Appendix A: Regulatory and Policy Context for Environmental Justice in Long-Range Transportation Planning**

The legal, regulatory, and policy framework for environmental justice as it relates to the long-range transportation planning process is below:

Title VI of the Civil Rights Act: The federal Civil Rights Act of 1964 has two key provisions that are the basis of environmental justice. Section 601 of Title VI states: *“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”* Section 602 also empowers federal departments and agencies (such as the Department of Transportation and its various agencies) to promulgate rules and regulations that implement this provision.

Federal Guidance on Environmental Justice: In 1994, President Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which states, *“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”* The identification of low-income populations is an additional distinction to the provisions of the Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin only.

The U.S. Department of Transportation incorporated all these populations into its guidance on environmental justice. In particular, DOT directs its agencies to adhere to three environmental justice principles outlined by the Executive Order:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Furthermore, in addition to these directions required of all DOT agencies, in 1998 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), two agencies within DOT, jointly issued guidance specifying responsibilities for metropolitan planning processes, which includes MTC’s development of the region’s long-range transportation plan (other directives apply to activities carried out by state DOTs and public transit agencies). Under this FHWA/FTA guidance, MPOs must:

- Enhance analytical capabilities to ensure that the long-range transportation plan and transportation improvement program comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations, identify and address needs, and assure that benefits and burdens of transportation investments are fairly distributed.
- Improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

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MTC carries out each of these directives by (a) continually gathering and analyzing regional demographic and travel data and refining its analytical capabilities; (b) supporting locally based needs assessments in low-income and minority communities through the Community Based Transportation Planning program, funding projects targeting low-income communities through the Lifeline Transportation Program, and conducting an equity analysis of each long-range Regional Transportation Plan (which this report summarizes); and (c) examining and refining the agency's public involvement process to ensure full and fair participation in decision-making. The 2011 TIP investment analysis is an expanded effort related to these directives.

MTC'S Environmental Justice Principles: As noted at the outset, in 2006, MTC adopted two Environmental Justice Principles advanced by its Minority Citizens Advisory Committee to serve as the environmental justice framework for the Commission's activities. They are:

- 1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.
- 2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.



# List of Projects in the 2011 TIP Over \$200 Million

**BLUE** Transit Project  
**RED** Road Project

- |   |  |  |   |
|---|--|--|---|
| <b>1.</b> San Francisco-Oakland Bay Bridge East Span Replacement<br>Alameda County<br><b>\$5.66 billion</b>     | <b>11.</b> Caltrain Electrification<br>Multiple Counties<br><b>\$785 million</b>                                     | <b>21.</b> SR-24 – Caldecott Tunnel 4th Bore<br>Alameda County/<br>Contra Costa County<br><b>\$420.3 million</b> | <b>31.</b> Outer Harbor Intermodal Terminals<br>Alameda County<br><b>\$274.3 million</b>                              |
| <b>2.</b> BART – Berryessa to San Jose Extension<br>Santa Clara County<br><b>\$5.01 billion</b>                 | <b>12.</b> Transbay Terminal/Caltrain Downtown Extension – Ph. 2<br>San Francisco County<br><b>\$637 million</b>     | <b>22.</b> I-580/I-680 Improvements<br>Alameda County<br><b>\$392.5 million</b>                                  | <b>32.</b> Golden Gate Bridge Seismic Retrofit, Ph. 1-3A<br>Marin County/San Francisco County<br><b>\$274 million</b> |
| <b>3.</b> BART – Warm Springs to Berryessa Extension<br>Santa Clara County<br><b>\$2.57 billion</b>             | <b>13.</b> BART Car Exchange (Preventive Maintenance) **<br>Multiple Counties<br><b>\$618.5 million</b>              | <b>23.</b> US-101 HOV Lanes — Marin-Sonoma Narrows (Marin)<br>Marin County<br><b>\$372.7 million</b>             | <b>33.</b> BART Transbay Tube Seismic Retrofit<br>Multiple Counties<br><b>\$265.3 million</b>                         |
| <b>4.</b> Transbay Terminal/Caltrain Downtown Extension – Ph.1<br>San Francisco County<br><b>\$1.58 billion</b> | <b>14.</b> 3rd St LRT: Ph. 1 & Metro E. Rail Facility<br>San Francisco County<br><b>\$595 million</b>                | <b>24.</b> US-101 Marin-Sonoma Narrows (Sonoma)<br>Sonoma County<br><b>\$372.7 million</b>                       | <b>34.</b> Freeway Performance Initiative (FPI)**<br>Multiple Counties<br><b>\$243.9 million</b>                      |
| <b>5.</b> SF Muni Third St LRT Ph. 2 Central Subway<br>San Francisco County<br><b>\$1.57 billion</b>            | <b>15.</b> San Jose International Airport People Mover<br>Santa Clara County<br><b>\$508 million</b>                 | <b>25.</b> Caltrain Express: Ph. 2<br>Multiple Counties<br><b>\$368.5 million</b>                                | <b>35.</b> El Camino Real Bus Rapid Transit**<br>Santa Clara County<br><b>\$233.4 million</b>                         |
| <b>6.</b> Transbay Transit Center – TIFIA Loan Debt Service<br>San Francisco County<br><b>\$1.18 billion</b>    | <b>16.</b> Sonoma Marin Area Rail Corridor<br>Sonoma County/Marin County<br><b>\$490.8 million</b>                   | <b>26.</b> AC Transit: Preventive Maintenance Program**<br>Alameda County<br><b>\$346.5 million</b>              | <b>36.</b> SR-25/Santa Teresa Blvd/US-101 Interchange<br>Santa Clara County<br><b>\$233 million</b>                   |
| <b>7.</b> BART Seismic Retrofit Program**<br>Multiple Counties<br><b>\$1.06 billion</b>                         | <b>17.</b> BART Oakland – Airport Connector<br>Alameda County<br><b>\$484.3 million</b>                              | <b>27.</b> Capitol Expressway LRT Extension<br>Santa Clara County<br><b>\$334 million</b>                        | <b>37.</b> 7th Street Grade Separation and Roadway Improvement<br>Alameda County<br><b>\$220.5 million</b>            |
| <b>8.</b> BART Railcar Replacement Program**<br>Multiple Counties<br><b>\$1.02 billion</b>                      | <b>18.</b> SR-4 East Widening from Somersville Rd. to SR-160<br>Contra Costa County<br><b>\$464.4 million</b>        | <b>28.</b> SR-1 Devils Slide Bypass<br>San Mateo County<br><b>\$322.8 million</b>                                | <b>38.</b> Geary Bus Rapid Transit<br>San Francisco County<br><b>\$219.8 million</b>                                  |
| <b>9.</b> US-101 Doyle Drive Replacement<br>San Francisco County<br><b>\$954.8 million</b>                      | <b>19.</b> E-BART – East Contra Costa County Rail Extension<br>Contra Costa County<br><b>\$463.25 million</b>        | <b>29.</b> Dumbarton Rail Service<br>Alameda County/San Mateo County<br><b>\$301 million</b>                     | <b>39.</b> Enhanced Bus – Telegraph/International/ East 14th<br>Alameda County<br><b>\$209.2 million</b>              |
| <b>10.</b> BART – Warm Springs Extension<br>Alameda County<br><b>\$890 million</b>                              | <b>20.</b> Valley Transportation Authority: Preventive Maintenance**<br>Santa Clara County<br><b>\$430.9 million</b> | <b>30.</b> I-680/SR-4 Interchange Reconstruction – Phases 1-5<br>Contra Costa County<br><b>\$297.5 million</b>   | <b>40.</b> I-680 Sunol Grade – Alameda SB HOV, Final Phase<br>Alameda County<br><b>\$203 million</b>                  |

\*\* These projects not shown on map

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## Appendix B: Definitions and Data Sources

### Definitions

#### Minority

MTC uses the U.S. Census Bureau's definitions of different racial and ethnic populations to determine minority status among the Bay Area population. Minority persons are those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, some other race or multiple races, or Hispanic/Latino of any race. The "non-minority" population includes those persons who identify as white and not Hispanic or Latino. The white, non-Hispanic population is no longer a "majority" in the Bay Area, but at 46% of the region's population it remains the largest racial/ethnic group in terms of total population share.

#### Low-Income

Defining individuals, households, populations, or communities as "low-income" is challenging. A person or a household can be "low-income" in the sense that they do not earn enough money to meet a basic standard of living, or they can be "low-income" in relation to other people or households that earn more money. Either determination is subjective to some extent, which makes it more difficult to characterize the low-income population as a whole than, for example, the minority population. In this report, two different definitions of "low-income" are used. While they are not strictly equivalent, they both represent roughly the lowest 20 to 25% of the region's population/households in terms of income.

#### *Persons living below 200% of the Federal Poverty Level*

This definition is used in the poverty-concentration threshold to identify "communities of concern," where at least 30% of residents have incomes below 200% of the federal poverty level. The population this definition represents is based on an *individual-level* determination of poverty status in relation to family income, family size, and a basic standard of living defined by the Census Bureau each year. Poverty status is not forecast, since there is no regionally established method of accounting for changing standards of living; defining a basic standard of living implies the consumption of a wide variety of goods to meet one's needs, and it is difficult to forecast the future costs of all these various goods. As a reference, for a single-person household 200% of the poverty level in 2007 was \$21,180. For a two-adult, two-child household, the 200% threshold was \$42,054. By way of comparison, a full-time worker earning California's minimum wage would have earned \$15,600 in 2007.

#### *Households with Income Less Than \$40,000*

The other low-income definition used in some of the equity indicators in this analysis is for *households* rather than individuals, and is based on household income level regardless of household size; ABAG does forecast the number of households by income group for the horizon year 2035, and thus it is the definition used in this report for forecast data for "low-income households" in the accessibility and affordability analyses. In addition, some indicators also account for a broader grouping of all low plus moderately low income households, creating a group of households earning less than \$75,000.

September 8, 2010

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### Communities of Concern

MTC defines communities that have concentrations of either minority or low-income residents (below 200% of the federal poverty level) as communities of concern for the purpose of analyzing regional equity.

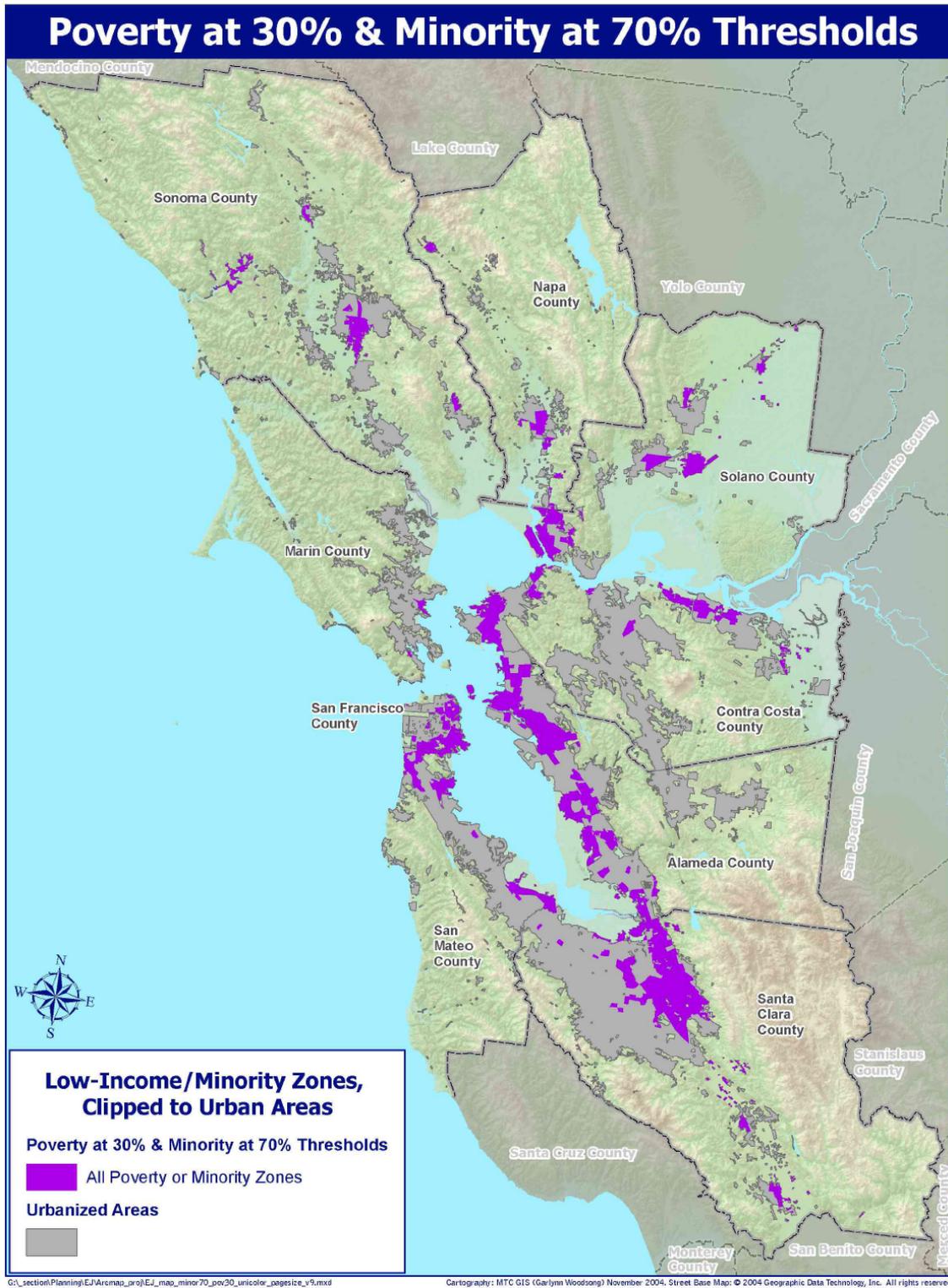
Residents of all communities of concern together were 76.9% minority and 34.5% low income in 2000. By comparison, the region as a whole in 2000 was 50.1% minority and 20.6% low-income. (At the region-wide level, for which MTC has more recent 2007 data available from the Census Bureau, these shares had grown to 54.5% minority and 22.2% low-income.)

As a whole, residents of communities of concern represented 33.2% of the region's 2000 population and 33.7% of the region's travel analysis zones. These totals include the entire populations living in communities of concern, including those who are non-minority and not defined as low-income. For the purposes of analyzing equity at a regional scale, this analysis compares all communities of concern to the remainder of the region's communities. Figure B-1 shows the location of MTC's communities of concern within the region.

While the identification of communities of concern emphasizes regional *concentrations* of poverty, most residents of communities of concern (65.5% of the total) are *not* defined as low-income. Moreover, nearly half of the region's low-income residents live *outside* communities of concern. In terms of 2000 population, 777,000 low-income people lived in communities of concern (55.4% of the region's total low-income population of 1.4 million), while 625,000 lived in the remainder of the region (44.6% of the region's total low-income population). This finding raises a relevant question as to what impacts of the Transportation 2035 Plan are being experienced by the remaining low-income population outside of communities of concern, a point this equity analysis attempts to address in several ways.

The location of most of the region's communities of concern notably ring the San Francisco Bay's cities and inner suburbs, including where the region's road and transit networks are densest. Farther out in the region, locations of communities of concern become more scattered, with fewer connections to the region's transportation network.

Figure B-1



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## **Data Sources**

This section describes the various data sources used to perform the 2011 TIP 2035 Equity Analysis.

### Decennial Census

The decennial Census provides a complete count of all persons in the United States, including age and race/ethnicity, every 10 years. In addition, past Censuses have surveyed one in six households to produce sample socioeconomic characteristics such as household income, poverty status, vehicle availability, employment characteristics, and commute mode, which are available down to the block group level of geography. As explained in the preceding section, data from the 2000 Census was used to identify MTC's low-income and minority communities of concern; it remains the most recent Census data available at the census tract/TAZ (i.e. neighborhood) level.

### American Community Survey

The American Community Survey (ACS) is a newer Census Bureau data product, which replaces the "long form" questionnaire used in previous decennial Censuses to sample household socioeconomic characteristics. Whereas the decennial Census long-form data was previously released once every 10 years, the American Community Survey data is an ongoing survey, updated annually. Currently, data is available for larger geographic areas of more than 65,000 population, including 2005, 2006, and 2007 data for all nine Bay Area counties and the region as a whole. The five-year accumulation of ACS data for 2005–2009 will be released at the census tract and block group level perhaps by fall 2010. This will be the soonest that updated socioeconomic data for people and households in designated communities of concern will be available.

### Bay Area Travel Survey (BATS)

The Bay Area Travel Survey is MTC's periodic regional household travel survey, the most recent of which was conducted in 2000. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a two-day period for more than 15,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household characteristics.

### MTC Transit Passenger Demographic Survey

In 2006 MTC conducted a comprehensive survey of all Bay Area transit operators to collect consistent demographic and socioeconomic data for all the region's transit riders. Data collected included race/ethnicity, age, fare payment information, household income, and vehicle availability. Results for this survey were used in the financial analysis of RTP investments to determine transit-spending benefits to low-income households based on these households' share of transit use in the region.



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: September 20, 2010

FR: Ashley Nguyen

W.I. 1114

RE: Sustainable Communities Strategy Overview

At your September 20 meeting, MTC staff will present an overview of the Sustainable Communities Strategy (SCS) work plan. The purpose of this presentation is to provide you with a general but clear picture as to the key planning activities that will occur over the next three years. The work plan begins with identification of performance targets by which we will measure the plan's performance, then analysis of vision and detailed SCS scenarios, technical analysis and preparation of the draft plan, and ultimately the adoption of the final plan.

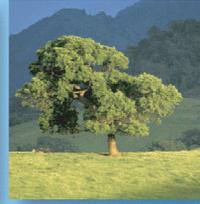
Attached for your information are: (1) SCS fact sheet, (2) Frequently Asked Questions about SB 375 and the SCS, and (3) SCS planning process chart. You may also find additional information about the SCS on the OneBayArea website, which is [www.OneBayArea.org](http://www.OneBayArea.org).

### Attachments

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# OneBayArea

## Sustainable Community Strategy FACT SHEET



## Sustainable Communities Strategy

### Overview

The Sustainable Communities Strategy aims to reduce greenhouse gas emissions by integrating planning for transportation and land use and housing. Required by SB 375, a state law approved in 2008, the Sustainable Communities Strategy will be developed in close collaboration with local elected officials and community leaders.

### Sustainable Communities Strategy Basics

- Metropolitan Planning Organizations (MPOs) in 18 regions across California need to develop a Sustainable Communities Strategy.
- The Strategy must identify specific areas in the nine-county Bay Area to accommodate the entire region's projected population growth, including all income groups, for at least the next 25 years.
- The Strategy must try to achieve targeted reductions in greenhouse gas emissions from cars and light trucks.
- The Strategy will reflect the "Three E" goals of sustainability: Economy, Environment and Equity, by establishing targets or benchmarks for measuring our progress toward achieving these goals.

### Development of the SCS

- MTC, as the Bay Area's MPO, and the Association of Bay Area Governments (ABAG), the region's Council of Governments, will develop the SCS in partnership with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.
- The four regional agencies will team with local governments, county congestion management agencies, public transit agencies, interested

residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

- MTC must adopt the SCS as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. State and federal law require that everything in the plan must be consistent with the SCS, including local land use plans.
- State law requires that the SCS must also be consistent with the Regional Housing Needs Allocation (RHNA). ABAG administers RHNA, which ABAG will adopt at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements; related zoning changes must follow within three years.

### SCS Benefits

- Since over 40% of the Bay Area's emissions come from cars and light trucks, integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities will become an important strategy to reduce the Bay Area's auto trips.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

### How do I get involved?

- Ongoing public and local government engagement has begun and will continue through 2013. For more information on how you can get involved, go to [www.OneBayArea.org](http://www.OneBayArea.org).

# OneBayArea

## Sustainable Communities Strategy

### Frequently Asked Questions

#### *What is the Sustainable Communities Strategy?*

The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the San Francisco Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).

#### *What will the SCS do?*

State law requires that the SCS accomplish three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years;
2. Develop a Regional Transportation Plan that meets the needs of the region; and
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

In responding to these three state mandates, the SCS will also need to be responsive to a host of other regional and local quality-of-life concerns.

#### *What size of population will the SCS need to accommodate?*

The Bay Area currently has 7.3 million people. Over the next twenty-five years it is expected to grow by about another two million; this additional growth is equivalent to approximately five times the current population of the City of Oakland.

#### *What are the greenhouse-gas reduction targets?*

On August 9, 2010, the California Air Resources Board (ARB) staff proposed a seven percent reduction target for 2020 and a fifteen percent reduction target for 2035 for the Bay Area. These targets are based on per capita greenhouse gas emissions from passenger vehicles relative to 2005. Final greenhouse gas (GHG) targets will be adopted by ARB on September 23, 2010.

#### *Who will prepare the SCS?*

Within the Bay Area, the law gives joint responsibility for the SCS to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). The two agencies will work with the Bay Area Air Quality Management District

(the Air District) and the Bay Conservation and Development Commission (BCDC). They will also partner with local governments, county congestion management agencies and a wide range of stakeholders to ensure broad public input in the SCS's preparation.

*How will the SCS affect local land-use control?*

SB 375 does not alter the authority of city and county governments to make decisions about local land use and development. However, the law does require that the SCS be consistent with the Regional Housing Needs Allocation (RHNA) and therefore affects the next iteration of housing elements in local general plans.

*How does the SCS relate to the Regional Transportation Plan (RTP) and RHNA?*

Regional Transportation Plans include land use projections. The SCS will be the land use allocation in the next RTP, slated for adoption in March 2013. SB 375 stipulates that the SCS will incorporate an 8-year housing projection and allocation pursuant to RHNA.

*Aside from the RHNA requirement, why would local governments want to conform to the SCS?*

1. To benefit from incentives that will be available to conforming localities—for example, Transportation for Livable Communities (TLC) funding, Station Area Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA);
2. To improve the quality of life of our neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs, and services.

*Why the emphasis on automobiles and light trucks?*

Transportation is the largest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our emissions, and over three quarters of these come from personal travel in on-road vehicles. If we are to significantly reduce our contribution to global warming, then we need to reduce the impact of our travel within the region. The SCS aims to reduce emissions by:

- Reducing the separation of land uses (jobs, stores, schools, and homes) and encouraging more complete, mixed-use communities, so people can drive less and increase their walking, biking, and use of transit;
- Clustering more homes, jobs and other activities around transit, so people will be encouraged to take transit rather than drive; and
- Planning land uses and transportation together, so we can manage traffic congestion and vehicle speeds, reducing emissions from excessive idling and other inefficiencies.

*Land use development changes very slowly and many places will not change much. How much difference can the SCS really make?*

We acknowledge that it will likely be decades before changes in the land use pattern make an appreciable difference to the total emissions from personal vehicles. Improvements in vehicle technology and transportation pricing mechanisms (e.g., parking) are likely to have a greater impact, both in the short and longer term. However, the impact of more efficient vehicles could be significantly reduced if the amount we drive and congestion continue to increase because of inefficient land uses. There is a broad consensus that there isn't just one thing that we should do; we will need to move on all fronts. Changes in technology will have to be accompanied by changes in travel behavior if we have any hope of reducing emissions to the levels required by the middle of this century. If we are to be successful in reconfiguring the region by 2050 or so, we need to start now.

*While we implement the long-term land-use changes, is there anything we can do that will have more immediate impact?*

Yes. The state law which requires a SCS allows us to use transportation measures and policies. These might include road pricing (new and increased tolls), parking regulations, and incentives to accelerate the adoption of alternative vehicles like electric cars, among others.

The extraordinarily high gas prices in 2008 demonstrated that an increase in the cost of driving had an immediate effect on travel patterns: fewer people drove, while more took transit. However, while transportation pricing policies could be powerful and fast-acting measures, the impact on people's pocketbooks will be politically contentious and difficult to implement. In addition, the equity consequences could be particularly challenging: we do not want to make life more unaffordable for those who are already struggling. If we increase the costs of driving, we need to supply land use and transportation choices so people have a genuine ability to avoid or mitigate those costs.

*What are some of the other regional efforts related to the SCS?*

The Air District and BCDC are developing policies and regulations that will affect the region's land use pattern and placement of public infrastructure, including transportation.

In its effort to control local and regional air pollution (smog, particulate matter, and airborne toxins), the Air District is considering an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development. The ISR may require mitigation or payments in lieu of development that increases automobile travel and vehicle emissions. The Air District also recently adopted new thresholds for the evaluation of development projects under CEQA.

BCDC will be releasing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of existing development and infrastructure. The SCS needs to consider this adaptation work.

*What if the SCS is not able to meet its targets?*

If we cannot meet the greenhouse-gas reduction targets in the SCS, then we must prepare an Alternative Planning Strategy (APS) to accompany the SCS. The APS will be structured like the SCS, but it is an unconstrained plan that does not have to be as feasible or achievable as the SCS, since it would not be adopted as part of the RTP. The APS would identify the physical, economic, or political conditions required to meet the regional greenhouse gas targets. The APS may provide some CEQA streamlining to housing or mixed-use development projects which are consistent with certain aspects of its land use pattern.

*What type of CEQA assistance might be provided through the SCS or APS?*

The CEQA relief to be provided through the SCS or APS could include the following:

1. Residential or mixed use projects that comply with the general use designation, density, building intensity and other policies specified for the project area in the SCS will not be required to deal with growth-inducing impacts or transportation-related project-specific or cumulative impacts on global warming or on the regional transportation network required by CEQA.
2. Transit priority projects, which meet a number of land use, density and location criteria as well as including high-quality transit might be totally exempt from CEQA or might qualify for a streamlined review called a sustainable communities environmental assessment.

*The SCS sounds like a big project. Are we starting from scratch?*

Thankfully, we are not. For over a decade, the Bay Area has been encouraging more focused and compact growth to help revitalize older communities, develop complete communities, reduce travel time and expense, make better use of the existing transportation system, control the costs of providing new infrastructure, protect resource land and environmental assets, promote affordability, and generally improve the quality of life for all Bay Area residents. Reducing greenhouse-gas emissions just provides another reason to continue and accelerate these ongoing efforts.

Responding to the regional agencies' FOCUS program, over sixty local governments have voluntarily designated over 120 Priority Development Areas (PDAs). Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about three percent of the region's land area but are being planned by their local jurisdictions to house nearly one-half of the region's projected population growth to the year 2035. FOCUS PDAs and associated incentive programs like TLC – which has reached its 10-year anniversary – provide a solid foundation upon which to build the SCS.

*How much time do we have to complete the Sustainable Communities Strategy?*

According to the State, the Bay Area's SCS is due in March 2013. However, a draft SCS needs to be completed by the beginning of 2012 so it can guide the investments in the transportation plan, to ensure consistency with the eight-year RHNA, and make sure that environmental impact documents are completed in time to allow sufficient public review. We will receive our final greenhouse-gas targets from the California Air Resources Board in September 2010. That leaves less than a year and a half to work with all our partners to actually produce the SCS.

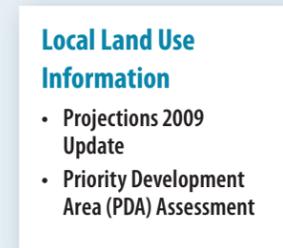
Over the next few months, we will build the necessary analytic tools, strengthen partnerships with local governments and other stakeholders, and work out the information and engagement mechanisms to make the process transparent and worthy of public support.

*Who should we contact with questions?*

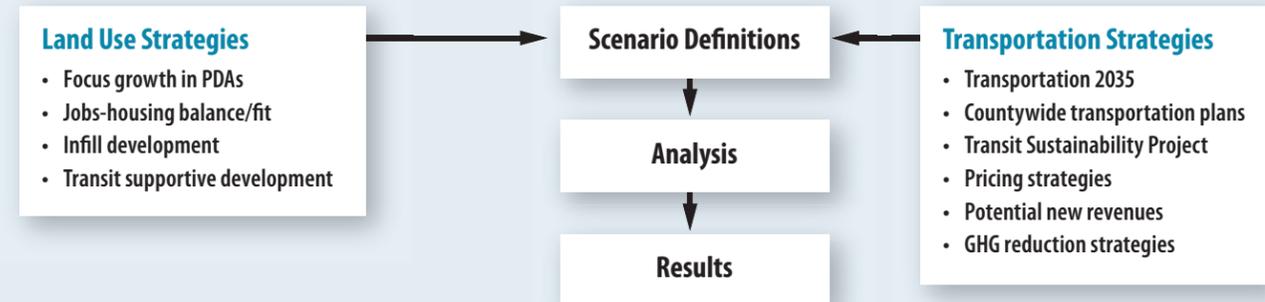
- Doug Kimsey, MTC, (510) 817-5790, [dkimsey@mtc.ca.gov](mailto:dkimsey@mtc.ca.gov)
- Ken Kirkey, ABAG, (5410) 464-7955, [kennethk@abag.ca.gov](mailto:kennethk@abag.ca.gov)
- Henry Hilken, BAAQMD, (415) 749-4642, [hhilken@baaqmd.gov](mailto:hhilken@baaqmd.gov)
- Joe LaClair, BCDC, (415) 352-3656, [joel@bcdca.gov](mailto:joel@bcdca.gov)

# Sustainable Communities Strategy (SCS): Planning Process

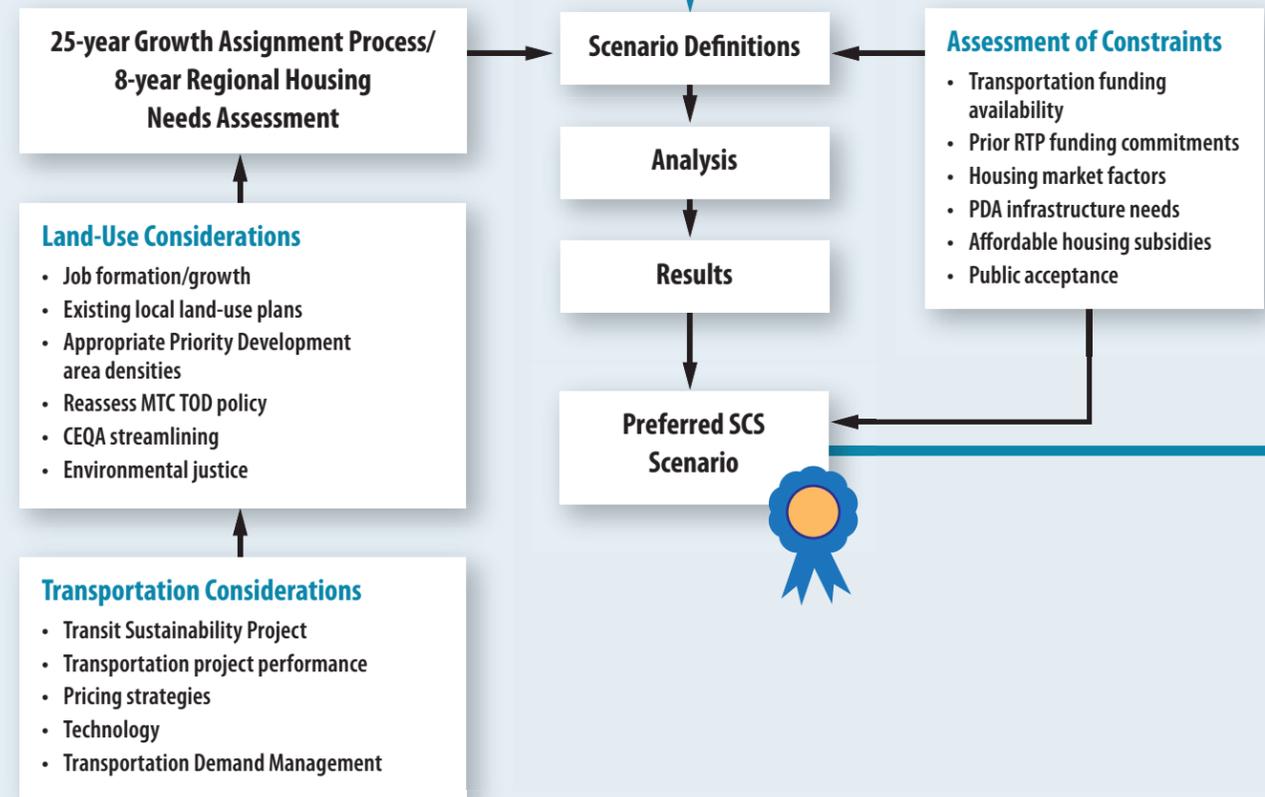
**Three Es, Goals and Targets**  
 March 2010 — December 2010  
 Economy + Environment + Equity



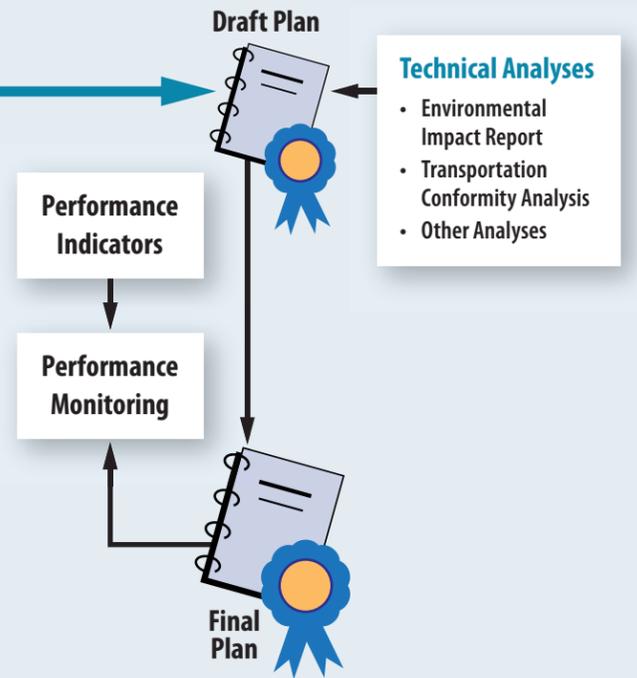
**Scenario Assessment**  
 Round One: Vision Scenarios  
 How Can We Reach Our Targets?  
 October 2010 — April 2011



**Round Two: Detailed SCS Scenarios**  
 What Can We Realistically Accomplish?  
 May 2011 — January 2012



**Plan Technical Analysis and Document Preparation**  
 February 2012 — April 2013



ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Ongoing Public and Local Government Engagement (May 2010 through 2013)

## Sustainable Communities Strategy: Overview



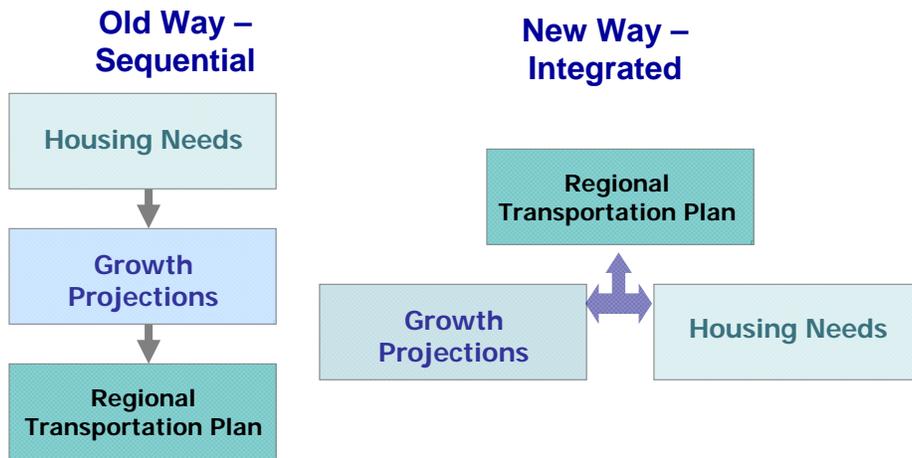
Partnership Technical Advisory Committee  
September 20, 2010

## SB 375 Basics

- Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new element to Regional Transportation Plans
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates the regional housing needs allocation with the regional transportation planning process



## SB 375 Calls for New Planning Approach



## SCS Goals

- Meet Bay Area GHG emission reduction target for cars and light trucks through the SCS
- Integrate regional planning processes for transportation, housing, and land use
- Engage local governments, transportation partners, and stakeholders in an interactive and participatory outreach process
- Deliver a SCS that captures the region's vision for its future



SCS Work Plan (March – December 2010):

# Target Setting

What Goals Do We Want to Attain? How High Should We Aim?

**Economy + Environment + Equity**



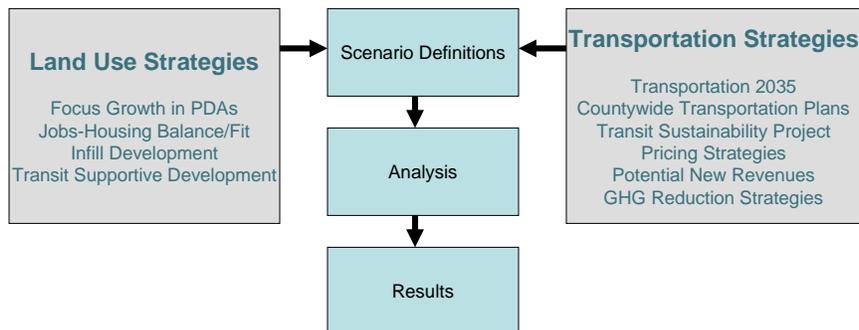
- 7% GHG reduction in 2020
- 15% GHG reduction in 2035

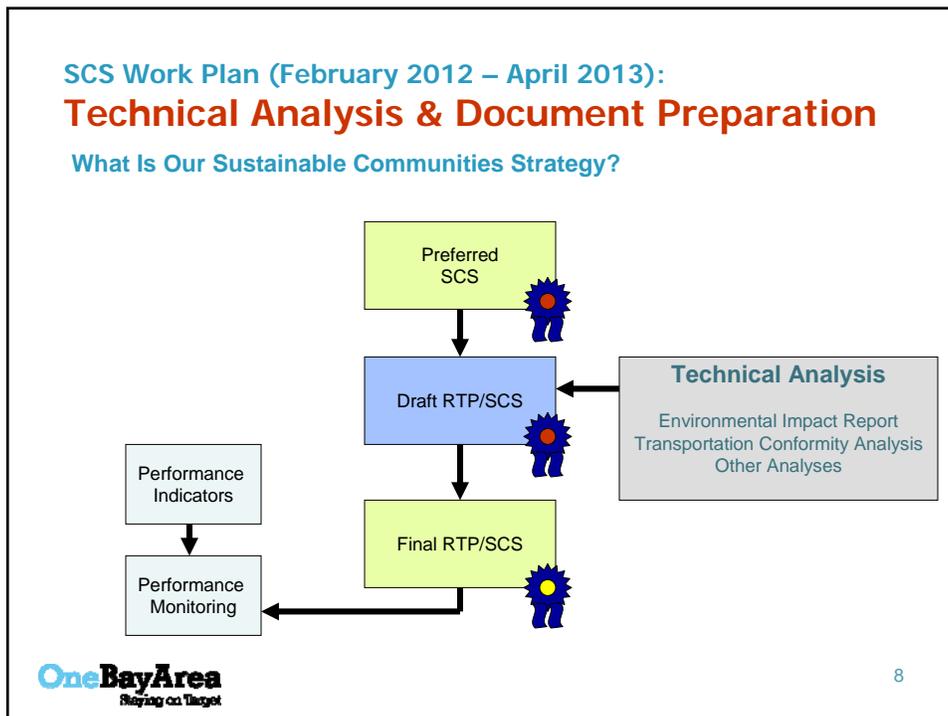
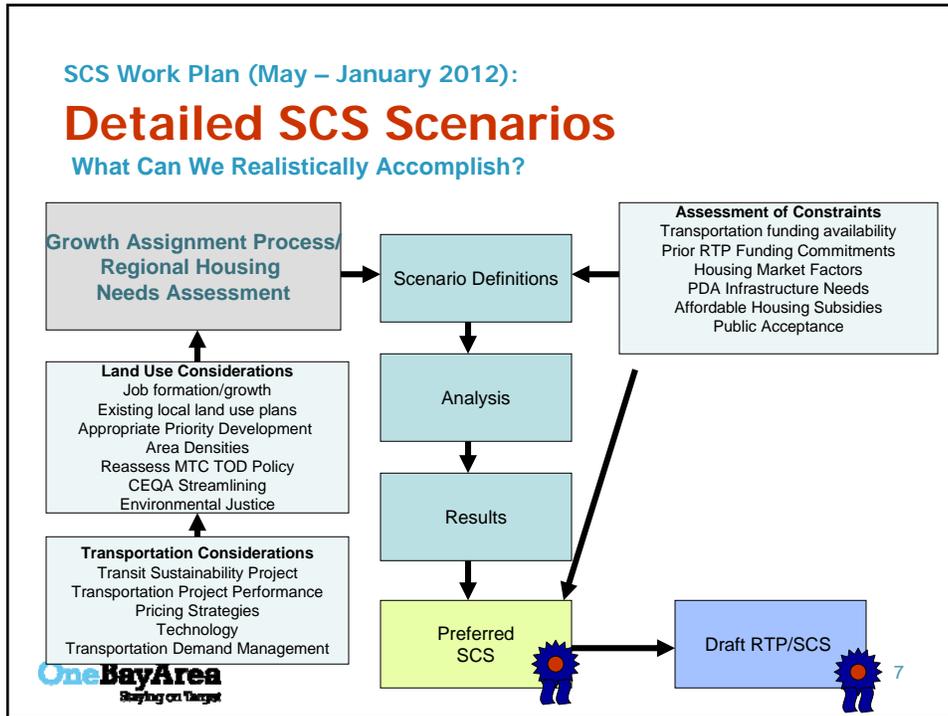


SCS Work Plan (October 2010 – April 2011):

# Vision Scenarios

How Can We Reach Our Targets?







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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: September 20, 2010

FR: Ashley Nguyen, Craig Goldblatt, and Brenda Dix

W. I.

RE: Update on Climate Initiatives Program: Innovative and Safe Routes to School Creative Grants

### **Background**

The Climate Initiatives Program aims to test and evaluate innovative and creative pilot strategies that have high potential to reduce transportation-related emissions and to be replicated at a regional scale. The Commission established two competitive grant programs, as follows:

- \$2 million for a Safe Routes to School (SR2S) Creative Grants program with the overall goal of significantly reducing transportation emissions related to school travel
- \$31 million for an Innovative Grants Program to support high-impact, innovative projects that reduce greenhouse gas emissions and are replicable elsewhere in the region.

Both grant programs followed a two-step application and evaluation process that is overseen by MTC and involves an evaluation committee of staff from MTC, BAAQMD, Association of Bay Area Governments, and Bay Conservation and Development Commission, and other evaluators as appropriate.

### **Letters of Interests and Proposals Received**

In April 2010, MTC issued a call for letters of interest (LOI). The evaluation committee reviewed these LOIs against the program requirements and criteria, and ultimately invited a select number of applicants to submit proposals for further evaluation. The proposals were submitted to MTC in mid-August 2010. A short summary of this process is described below:

- **Safe Routes to Schools Creative Grants:** MTC received about a dozen letters of interest for SR2S Creative Grants, and advanced five to move forward to the proposal stage for further evaluation. **Table 1** presents a summary of the SR2S Creative Grants proposals. These proposals focus on youth education and outreach efforts to promote green transportation choices to schools through innovative means ranging from a bike-mobile to school pools to web-based school route maps. MTC received requests for nearly \$3 million for the \$2 million in available grant funding.
- **Innovative Grants:** MTC received about 70 letters of interest for the Innovative Grants, and advanced 25 to move forward to the proposal stage for further evaluation. The proposals fall into four project categories: (1) clean vehicles, (2) parking pricing/management, (3) transportation demand management, and (4) showcase projects. **Table 2** highlights the Innovative Grants proposals. The ideas presented in these proposals deploy new ways to address transportation issues. MTC received requests for over \$75 million for the \$31 million in available grant funding.

### **Next Steps**

MTC staff plans to complete the evaluation process by the end of September 2010 and present a draft list of recommended projects to the Programming and Allocations Committee and Commission for review and approval at their meetings in October 2010.

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Table 1: Proposals Submitted for the SR2S Creative Grants Program

Project Type	Lead Agency	Project Title	Project Description	Total Project Cost	Grant Funds Requested	Local Match	% Local Match
Bike Repair and Encouragement Vehicle	Alameda County Transportation Commission	The BikeMobile: A Bike Repair and Encouragement Vehicle	Mobile truck promoting walking/biking to school, recreation centers, and community events; and provide bicycle repairs and repair education making more bicycles functional for use. Visit 200-275 sites per year with repetition at schools to upkeep maintenance and use.	\$ 565,000	\$ 500,000	\$ 65,000	12%
Ridesharing and Outreach	TAM	Green Ways to School Through Social Networking	Green Ways to School through Social Networking: Target middle-high school users through technical social marketing / web interface (511), educational challenges and behavior tracking, incentives; creative networks (Facebook) allowing spontaneous efforts by parents at a school. Expansion to middle and high schools.	\$ 739,800	\$ 464,800	\$ 275,000	37%
Youth Education and Outreach Program	Alameda County Waste Management Authority	Bay Area School Transportation Collaborative: A regional effort to engage students and teachers in climate action	Green Star Schools: web based interface and tracking which will be integrated with 511, competition with other schools/ classrooms; TDM programs, events; before and after measurements and surveys made part of curriculum.	\$ 1,103,318	\$ 895,818	\$ 207,500	19%
Youth Education and Outreach Program	SF Department of Public Health	San Francisco Trip Shift Program: SFUSD Emissions Reduction Program	SF Trip Shift: Teenager based Education / curricula and training on use of alternative modes and GHG emissions in high schools. Bicycle brigades, walking, school buses, transit buddies, carpooling. Events in 10 high schools.	\$ 566,118	\$ 500,000	\$ 69,941	12%
Youth Education and Outreach Program	STA	Safe Routes to School (SR2S) Education and Encouragement School Route Map	GIS generated route maps to school, accompanying marketing and education program to encourage "walking and biking busses", integrate online with 511, create manual for other areas to produce similar maps.	\$ 566,700	\$ 500,000	\$ 66,700	12%
<b>Grand Total</b>				<b>\$ 3,540,936</b>	<b>\$ 2,860,618</b>	<b>\$ 684,141</b>	

**Table 2: Proposals for Innovative Grants**

**Clean Vehicles**

Project Type	Lead Agency	Project Title	Project Description	Total Project Cost	Grant Funds Requested	Local Match	% Local Match
EV Infrastructure	Bay Area Climate Collaborative	Local Government EV Fleet Project	Deploy 78 electric vehicles (EVs), necessary infrastructure, and associated management and communications. Fleet vehicles include sedans and light-duty vans for multiple local government purposes.	\$ 5,891,000	\$ 3,369,000	\$ 2,346,000	39.8%
				\$ 4,764,000	\$ 2,682,300	\$ 1,937,700	40.7%
				\$ 3,679,600	\$ 2,074,800	\$ 1,491,200	40.5%
EV Infrastructure	San Francisco Municipal Transportation Agency, City and County of San Francisco, City of San Jose and Better Place	Electric Vehicle Taxi Corridor Program	Acquisition and distribution of 76 BEVs and 25 NEVs into the San Francisco and San Jose taxi fleets in order to eventually replace all gasoline and hybrid taxi vehicles with zero emission taxi vehicles, and the operation of 5 Battery Switch Stations to service these vehicles. Consumer education and tours at the switching stations and training for taxi drivers on being "EV ambassadors".	\$ 26,181,136	\$ 7,987,588	\$ 18,193,548	69.5%
EV Carsharing	City CarShare	eFleet: Car Sharing Electrified	Install up to 12 battery electric vehicles, 12 PHEV's and 5 neighborhood EV's and the necessary level 2 and 3 chargers at 12 to 15 publicly accessible locations. There will also be outreach and assessment portions of the project.	\$ 2,489,843	\$ 1,746,467	\$ 743,376	29.9%
EV Infrastructure	BAAQMD	Bay Area Electric Vehicle Infrastructure Readiness Pilot Program	Install 500 home chargers, 940 publicly accessible chargers, 20 fast chargers. Streamlining of permitting with local agencies, installation manual with PG&E and building code development, public information infrastructure of charging locations.	\$ 9,925,000	\$ 4,112,000	\$ 5,813,000	58.6%
<b>Total</b>				<b>\$ 52,930,579</b>	<b>\$ 21,972,155</b>	<b>\$ 30,524,824</b>	

**TDM**

Project Type	Lead Agency	Project Title	Project Description	Total Project Cost	Grant Funds Requested	Local Match	% Local Match
TDM	Sonoma County Transportation Authority /RCPA	Green My Ride	Green My Ride: implement dynamic ridesharing, carsharing, auto parking policies, bicycle parking, TDM Mobility Management, and marketing, data collection and monitoring.	\$ 5,363,050	\$ 3,848,240	\$ 1,514,810	28.2%
TDM Program Manager	San Francisco County Transportation Authority	Integrated Public-Private Partnership TDM Program	Strengthen San Francisco's TDM related policies and programs, increase collaboration with private and non-profit organizations, and implement a series of innovative pilots focused on bicycle commute improvements, parking cash-out, and shuttle coordination and consolidation.	\$ 2,117,500	\$ 1,874,000	\$ 243,500	11.5%
Ridesharing	Contra Costa Transportation Authority	Spontaneous Ridesharing Pilot Program	Leverage web (including 511) and mobile technologies to facilitate the use of transit or the formation of instant carpools in a safe, reliable environment, enhanced by social media connections.	\$ 1,142,857	\$ 1,000,000	\$ 142,857	12.5%
TDM	TAM	TAMrides!	Implement a ride share solution on a wide range of mobile platforms and integration with 511, including native applications on the iPhone, Android, Blackberry, and Windows Phone. TAMrides will enable ride sharing for recurring carpools and one-time trips, offer event planner interface, and facilitate use of casual carpool pickup points and carsharing.	\$ 2,262,000	\$ 2,011,200	\$ 250,800	12.0%
<b>Total</b>				<b>\$ 10,885,407</b>	<b>\$ 8,733,440</b>	<b>\$ 2,151,967</b>	

**Showcase**

Project Type	Lead Agency	Project Title	Project Description	Total Project Cost	Grant Funds Requested	Local Match	% Local Match
Parking Management and Transit	City of Berkeley	City of Berkeley Transit Action Plan (B-TAP)	Berkeley Transit Action Plan: marketing and outreach to smaller employers, distribution of free transit passes, carsharing membership reductions, several parking pricing schemes (half and full day, escalating over time, etc) and increased parking monitoring and enforcement. Integrated with UC Berkeley's parking plans.	\$ 2,750,045	\$ 2,114,975	\$ 635,070	23.1%
Ultra Light Rail Transit System	City of Richmond	Ultra Light Rail Transit, Bicycle and Pedestrian Path	Demo Ultra Light Rail Transit system at UC Berkeley Richmond Field Site. Bike-Ped lanes through Richmond.	\$ 2,200,000	\$ 1,600,000	\$ 600,000	27.3%
TDM	SamTrans	Making the Last Mile Connection	Grand Boulevard Initiative: Implement TDM strategies along El Camino Real, including carsharing, vanpools, telework and flex schedules, and residential and employer/employee marketing. Bikesharing and EV infrastructure in this area is submitted under separate proposals. General coordination with 511.	\$ 1,817,290	\$ 1,486,390	\$ 330,900	18.2%
Bikesharing	BAAQMD	First-Mile and Last-Mile Mobility Solution: Pilot Bike-sharing Program	Bikesharing program with 1,000 bikes at 100 kiosks across the Peninsula in San Jose, Palo Alto, Mountain View, Redwood City, and San Francisco.	\$ 7,884,990	\$ 5,147,490	\$ 2,737,500	34.7%
Bikesharing	BART	Innovative Bicycle Commute Program at BART	Integrate and manage the bicycle eLocker system at BART, add more lockers, add a reservation service, enable use of Clipper on the bicycle system, and provide network of share bicycles at key BART stations using a very untraditional bikesharing approach.	\$ 5,205,000	\$ 4,400,000	\$ 805,000	15.5%
Congestion Pricing	San Francisco County Transportation Authority	Congestion Pricing Simulation and Pilot Program Pre-Implementation Activities	Demonstrate and evaluate a simulation of congestion pricing in SF in the next 2 years, and advance pre-implementation activities to design and environmentally clear area-based dynamic roadway pricing in SF for potential implementation by 2015.	\$ 5,372,800	\$ 4,754,930	\$ 617,870	11.5%
Shore Power (Cold Ironing)	Port of Oakland	Shore Power Initiative	Convert one of the international berths to Shore Power as the first step in the transformation of the 8 marine terminals and 18 international port berths that comprise the ports intermodal system.	\$ 7,537,250	\$ 5,500,000	\$ 2,387,250	31.7%
Cold In Place Recycling	City of Napa, Sonoma County	Partnership for Sustainable Community Networks	Demo Cold In Place Recycling (CIR), which grinds asphalt and recycles it in place with the addition of little new emulsifying agents.	\$ 6,728,000	\$ 5,288,000	\$ 1,440,000	21.4%
<b>Total</b>				<b>\$ 39,495,375</b>	<b>\$ 30,291,785</b>	<b>\$ 9,553,590</b>	

**Parking**

Project Type	Lead Agency	Project Title	Project Description	Total Project Cost	Grant Funds Requested	Local Match	% Local Match
Parking Management	Alameda County Congestion Management Agency	Alameda Countywide Parking Management Pilot Program	Develop and implement a Parking Management Pilot with MTC's Toolbox by in Oakland, Union City, San Leandro, and Livermore. Plans include: extending meter rates at night, variable pricing, parking database, space by space payment, multi space meters, real time occupancy signs, pay-by-phone, FasTrak parking payment, RPP, transit pass program, outreach to businesses.	\$ 3,458,000	\$ 3,000,000	\$ 458,000	13.2%
Parking Pricing with light-rail service and bikesharing	Santa Clara Valley Transportation Authority	San Jose Synergy	The project will include 3 major elements working synergistically to improve alternative travel options: express light rail service, bikeshare program, and parking mgmt. and pricing.	\$ 10,225,000	\$ 7,870,000	\$ 2,355,000	23.0%
Parking Pricing with Transit Incentives	UC Berkeley	UC Berkeley Climate-Smart Parking Program: Combining Flexible Pricing and Dynamic Information	Climate Smart Parking Program would decrease circling by combining free-transit incentives with flexible pricing on permits and dynamic, real-time, online parking information.	\$ 3,200,000	\$ 590,000	\$ 2,610,000	81.6%
<b>Total</b>				<b>\$ 16,883,000</b>	<b>\$ 11,460,000</b>	<b>\$ 5,423,000</b>	

<b>Grand Total</b>	<b>\$ 120,194,361</b>	<b>\$ 72,457,380</b>	<b>\$ 47,653,381</b>
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## Transportation Improvement Program (TIP)

### 2009 TIP Revisions

- [TIP Fund Source Description](#) (PDF)

Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-57</a> Approved	Admin Mod.	1	\$0	9-9-10 <a href="#">Letter</a>	9-9-10 <a href="#">Letter</a>	N/A
TIP revision 09-57 updates the funding plan of the Freeway Performance Initiative Project (REG090003) to change the fund source of \$20 million in Other Local funds programmed in the CON phase to \$20 million in CMAQ funds in the PE phase. There is no net change in funding. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-56</a> Pending	Amendment	236	\$190,278,006	9-22-10	Pending	Pending
Revision 09-56 is an amendment that revises 236 projects with a net decrease in funding of approximately \$190.3 million. Among these changes, the amendment: Adds two AC Transit projects back into the TIP (ALA070047 and ALA070055) to allow the obligation of funds; Deletes two duplicate projects from the TIP: Carlson Blvd Improvements, Tehama to San Jose (CC-090006) and the SR 12/29/221 Intersection Improvements (NAP010001); Deletes eight projects (CC-070060, CC-070097, NAP050008, SF-010023, SF-070015, SF-070041, SOL990019 and SOL990021), because the funding originally programmed had been redirected and deletes three grouped listings (REG090061, REG090062, REG090063) that were originally programmed when the Jobs Bill was anticipated; and Archives 230 completed projects from the TIP – 134 local streets and roads projects; 14 highway project; 4 toll bridge projects and 77 transit projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-55</a> Approved	Admin Mod.	5	\$744,523	8-30-10 <a href="#">Letter</a>	8-31-10 <a href="#">Letter</a>	N/A
TIP revision 09-55 revises five projects with a net increase in funding of \$744,523. Among these changes, the funding plans of three projects were updated to add in ARRA cost savings. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-54</a> Approved	Amendment	111	\$101,563,375	7-28-10 <a href="#">Letter</a>	8-18-10 <a href="#">Letter</a>	9-1-10 <a href="#">Letter</a>
Revision 09-54 revises 111 projects with a net increase in funding of approximately \$101.6 million. Among these changes, the amendment: Programs \$15 million in federal STP and CMAQ funds; Adds a new grouped listing for Transportation Enhancements projects funded under the regional Transportation for Livable Communities program with \$43 million in CMAQ funds and \$11.7 million in Other Local funds; Adds \$10.8 million in ISTEAs earmarks to the Sonoma Marin Area Rail Transit (SMART) Extension to Larkspur project (SON070025); Deletes the San Rafael: Street Resurfacing Program – SLPP (MRN090015) because the funds were redirected to other projects; and Archives 98 completed projects from the TIP – seventy five local streets and roads projects; four highway project; two regional project and seventeen transit projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						

<a href="#">09-53</a> Approved	Admin Mod.	46	\$2,131,055	8-6-10 <a href="#">Letter</a>	8-10-10 <a href="#">Letter</a>	N/A
TIP revision 09-53 revises 46 projects including three grouped listings with a net decrease in funding of \$2.1 million. Among these changes, the amendment splits three American Recovery and Reinvestment Act (ARRA) grouped listings into 39 individual projects to allow for better tracking of the projects, and reconciles project costs to actual funding. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-52</a> Approved	Admin Mod.	30	\$1,100,795	8-6-10 <a href="#">Letter</a>	8-9-10 <a href="#">Letter</a>	N/A
TIP revision 09-52 revises 30 projects with a net increase in funding of \$1.1 million. Among these changes, the amendment: Splits two American Recovery and Reinvestment Act (ARRA) grouped listings into 23 individual projects to allow for better tracking of the projects, and reconciles project costs to actual funding; Updates the funding plan for three ARRA grouped listings and the Osgood Road rehabilitation project to add in ARRA cost savings; and Updates the back up list of Grouped Listing – LS&R Rehab Projects to add in two Value Pilot Pricing Program funded planning study projects and update the cost of other locally funded projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-51</a> Approved	Admin Mod.	39	\$2,556,329	7-30-10 <a href="#">Letter</a>	8-02-10 <a href="#">Letter</a>	N/A
TIP revision 09-51 revises 39 projects with a net decrease in funding of \$2.6 million. Among these changes, the amendment: Changes the fund source of 33 locally funded projects to STIP funds to reflect the 2010 STIP as adopted by California Transportation Commission (CTC) on 5/20/10; and Updates the funding plan for five projects to reflect CTC action and a reduction in cost of the companion funding plan of the Freeway Performance Initiative (REG090003). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-50</a> Approved	Admin Mod.	112	\$3,519,523	7-28-10 <a href="#">Letter</a>	7-30-10 <a href="#">Letter</a>	N/A
TIP revision 09-50 revises 112 projects including seven grouped listings with a net decrease in funding of \$3.5 million. Among these changes, the amendment: 1) Splits the six American Recovery and Reinvestment Act (ARRA) funded grouped listings into 87 individual projects to allow for better tracking of the projects and reconcile project costs to actual funding; and Updates the back-up list and cost of the Grouped Listing - JARC FY 09-10 – for large urbanized area projects by \$65,828. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-49</a> Approved	Admin Mod.	74	\$15,098,814	6-9-10 <a href="#">Letter</a>	6-10-10 <a href="#">Letter</a>	N/A
Revision 09-49 revises 74 projects including four American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net increase in funding of \$15.1 million. Among these changes, the amendment: Updates the project cost of the Samtrans: Preventive Maintenance project (SM-030023) by adding \$3.9 million in FTA Section 5307 funds and approximately \$1 million in Other Local funds in FY11; and updates the back-up list and cost of the Caltrans managed SHOPP – Collision Reduction Program by \$4.8 million. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date

<a href="#">09-48</a> Approved	Amendment	103	\$393,542,086	5-26-10 <a href="#">Letter</a>	7-19-10 <a href="#">Letter</a>	7-29-10 <a href="#">Letter</a>
Revision 09-48 is an all transit TIP amendment that revise 103 projects with a net increase in funding of approximately \$393.5 million. The amendment programs \$350 million in FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for FY 2010-11, as adopted by the commission through the San Francisco Bay Area Regional Transit Capital Priorities program. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-47</a> Approved	Amendment	106	\$596,578,567	5-26-10 <a href="#">Letter</a>	7-7-10 <a href="#">Letter</a>	7-21-10 <a href="#">Letter</a>
Revision 09-47 is an amendment that revises 106 projects with a net increase in funding of approximately \$596.6 million. Among these changes, the amendment: Updates the funding plan for the Transbay Term/Caltrain Downtown Ext - Ph.1 (SF-010015) project to primarily include \$400 million in High Speed Rail Revenues that have been reserved for the project through the American Recovery and Reinvestment Act program; Deletes the Ferry Infrastructure between Treasure Island and SF (SF-090014) project as it is a duplicate version; and Updates the funding plan for the SFGO-Corridor Management (SF-070030) project to increase the cost by \$23.3 million (\$255,000 in FY 2009-1010 earmark funds; \$15 million in CMAQ funds; \$6 million in advance construction local funds and \$1.9 million in Sales Tax Measure funds). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-46</a> Approved	Admin Mod.	50	\$12,499,972	5-3-10 <a href="#">Letter</a>	5-13-10 <a href="#">Letter</a>	N/A
Administrative modification 09-46 revises 50 projects with a net increase in funding of \$12.5 million. Among these changes, the amendment: Transfers \$2.5 million from the SamTrans - Replacement of the 1993 Gillig Fleet (SM-050036) project to the SamTrans – Preventive Maintenance (SM-03003) project and adds another \$1.5 million to the latter in FY11 funds; Updates the project cost of the Ferry channel & berth dredging project (MRN990017) by \$2.5 million and the VTA: Rail Substation Rehab/Replacement project (SCL050049) by \$1.9 million. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-45</a> Approved	Amendment	54	\$155,116,596	4-28-10 <a href="#">Letter</a>	5-24-10 <a href="#">Letter</a>	6-2-10 <a href="#">Letter</a>
Amendment 09-45 revises 54 projects with a net increase in funding of approximately \$155.1 million. Among these changes, the amendment: Archives 27 completed projects from the TIP - thirteen local streets and roads projects, three highway projects and eleven transit projects; Adds two new exempt projects to the TIP: Solano County - 2011 Pavement Overlay Program (SOL090027) with \$1.8 million in STP funds and \$235,000 in local match funds and the Bayshore Corridor North South Bikeway Project (SM-090041) with \$803,000 in RIP-TE funds; Updates the back-up list and increases project costs of the Caltrans managed Grouped Listings for Highway Safety improvement Program (HSIP) by \$11.8 million; Revises fund sources for the Central Subway project, transit rehabilitation projects, and preventive maintenance for AC Transit and SFMTA to reflect the funding exchange with CMAQ funds. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-44</a> Approved	Admin Mod.	34	\$3,124,916	4-19-10 <a href="#">Letter</a>	4-21-10 <a href="#">Letter</a>	N/A
Administrative modification 09-44 revises 34 projects with a net increase in funding of \$3.1 million. Among these changes, the revision: Transfers \$2.5 million from the Ferry Service - Berkeley/Albany project (MTC050027) to the SF Ferry Terminal/Berthing Facilities (MTC050029) project; Updates the cost of the Golden Gate Bridge Seismic Retrofit, Ph: 1-3A project (MRN970016) by \$1.9 million in Earmark funds; and Updates the cost of the CCCTA: Preventive Maintenance Program (CC-030034) by \$1 million (\$827,797 in						

FTA Section 5307 and \$206,949 in other local funds). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-43</a> Approved	Amendment	26	\$2,505,243	3-24-10	3-29-10 <a href="#">Letter</a>	4-15-10 <a href="#">Letter</a>
Revision 09-43 revises 26 projects with a net decrease in funding of approximately \$2.5 million. Among these changes, the amendment: deletes 13 completed projects from the TIP (nine local streets and roads projects; two highway projects and two transit projects); deletes three sound wall projects because the funding has been redirected to cover state funding shortfalls; updates the back-up list and reduces project costs of the Caltrans managed SHOPP Grouped Listings for Roadway Preservation by \$31.5 million; and update the cost of the AC Transit: Preventive Maintenance Program (ALA991070) to add in \$31.3 million in FTA Section 5307 funds and \$7.8 million in local funds. The funds are being transferred in from the Over-the-Road Coach Replacements project (ALA090033) and the NABI Bus Replacement project (ALA090034). The bus replacement projects are being funded with Proposition 1B – SLPP; Proposition 1B – PTMISEA; and Other Local funds.. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-42</a> Approved	Admin Mod	30	\$8,493,232	4-16-10 <a href="#">Letter</a>	4-19-10 <a href="#">Letter</a>	N/A
TIP revision 09-42 revises 30 projects including 9 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net increase in funding of \$8.5 million. Among these changes, the amendment: Updates the back-up list and cost of the Caltrans managed Highway Bridge Program by \$4.9 million; and Updates the project cost of the SF Downtown Parking Pricing project (SF-070040) by \$4 million. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-41</a> Approved	Admin Mod	1	\$0	2-19-10 <a href="#">Letter</a>	2-22-10 <a href="#">Letter</a>	N/A
Revision 09-41 revises only the American Recovery and Reinvestment Act (ARRA) funded grouped listing for transit operations and rehabilitation projects by moving funds between projects with no net change in funding. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-40</a> Approved	Amendment	32	\$37,555,651	2-24-10 <a href="#">Letter</a>	3-29-10 <a href="#">Letter</a>	4-15-10 <a href="#">Letter</a>
Revision 09-40 revises 32 projects with a net increase in funding of approximately \$37.6 million. Among these changes, the amendment: 1) Deletes ten completed projects from the TIP (seven local streets and roads projects; two highway projects and one transit project); 2) Deletes the Golden Gate Transit: ADA Paratransit Assistance(MRN99T001) because all the funds (1,148,960 in FY09 FTA 5307 funds, \$1,182,151 in FY10 FTA 5307 and \$591,000 in Other Local funds) are being transferred into Radio Communication System project (MRN010035) and Facilities Rehabilitation project (MRN050025) respectively. 3) Adds the Climate Initiatives Program Public Education funded with \$10 million in CMAQ funds and \$1.3 million in TFCA funds; 4) Updates the back-up list and project cost of the FTA non-urbanized formula grant program to increase FY10 5311 funds by \$1,881 and Other Local funds by \$5,823,200; and 5) Updates the back-up list and project costs of three Caltrans managed SHOPP Grouped Listings: Collision Reduction increases by \$8.0 million; Emergency response increases by \$7.8 million; and Bridge Preservation increases by \$5.1 million. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-39</a> Approved	Amendment	4	\$70,000,000	2-17-10 <a href="#">Letter</a>	2-18-10 <a href="#">Letter</a>	2-19-10 <a href="#">Letter</a>

Revision 09-39 was approved by the MTC Commission on January 27, 2010, and effective as of February 17, 2010. The amendment removes \$70 million in American Reinvestment and Recovery Act (ARRA) Transit Capital Assistance Funding from the BART sponsored Oakland Airport Connector project, and reprograms the \$70 million of ARRA funds in three projects as adopted by the Commission (Tier 2 projects): \$67.5 million to a new grouped listing of Transit operations and rehabilitation projects; \$0.5 million to the Vacaville Intermodal Station project; and \$2.0 million to the Vallejo Ferry Terminal Inter-modal Facility. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-38</a> Pending	Amendment	1	\$270,000,000	1-27-10 <a href="#">Letter</a>	Pending	Pending

Revision 09-38 amends in potential FTA revenues for a future Jobs Bill totaling \$343,148,640 as well as one locally-funded lump sum or Grouped Listings for operations and rehabilitation projects totaling \$270,000,000. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

<a href="#">09-37</a> Approved	Amendment	3	\$129,500,000	1-27-10 <a href="#">Letter</a>	1-29-10 <a href="#">Letter</a>	2-18-10 <a href="#">Letter</a>
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Revision 09-37 amends in potential FHWA revenues for a future Jobs Bill totaling \$438,517,792 as well as three locally-funded lump sum or Grouped Listings for rehabilitation and safety projects totaling \$129,500,000. While under normal operating procedures, staff would not recommend amending in federal revenues for new programs until they have been secured through final federal approval, we have been advised by both Caltrans and FHWA that this deviation from typical practice will be allowed in order to be prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-36</a> Approved	Admin Mod	50	\$13,530,726	3-3-10 <a href="#">Letter</a>	3-3-10 <a href="#">Letter</a>	N/A

Revision 09-36 revises 50 projects with a net funding increase of approximately \$13.5 million. Among other changes, the revision updates one American Recovery and Reinvestment Act (ARRA) funded grouped listing for Local streets and Roads rehabilitation projects in San Francisco to accommodate reprogramming of ARRA cost savings. The other significant changes are updates to the Caltrans managed grouped listings for Collision Reduction (MTC050011 increases by \$3.8 million); Bridge Preservation (VAR991005 increases by \$3.3 million); and Emergency Response (REG070001 increases by \$4.7 million). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

<a href="#">09-35</a> Approved	Admin Mod	6	\$587,000	12-22-09 <a href="#">Letter</a>	12-22-09 <a href="#">Letter</a>	N/A
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TIP revision 09-35 revises six projects with a net decrease in funding of approximately \$587,000. The revision updates two Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. The revision also updates the funding plan of the US 101 Doyle Drive Replacement project (SF-991030) to add in \$73.9 million in state ARRA SHOPP funds in place of existing SHOPP funds with no net change on total project cost. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-34</a> Approved	Admin Mod	12	\$2,399,951	12-17-09 <a href="#">Letter</a>	12-17-09 <a href="#">Letter</a>	N/A

<p>TIP revision 09-34 revises 12 projects with a net increase in funding of approximately \$2.4 million. The revision updates three Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. The revision also updates the funding plan of the Freeway Performance Initiative project (REG090003) to reconcile and reduce the regional element ARRA funds by \$4,356,050 to match actual obligation. These ARRA funds are being added into the Santa Clara: US 101 / Tully Road Interchange Modifications project (SCL050033) in place of existing Other Local funds, in accordance with the Commission action taken on December 16, 2009. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-33</a> Approved	Amendment	42	\$145,413,145	12-16-09 <a href="#">Letter</a>	12-30-09 <a href="#">Letter</a>	1-22-10 <a href="#">Letter</a>
<p>Revision No. 09-33 is an amendment that revises 42 projects with a net increase in funding of approximately \$145.4 million. The amendment also serves to update the fiscal constraint demonstration of the TIP to show a decrease in revenues, including \$174 million in private funding and approximately \$6 billion in local revenues (17% of the total TIP revenues) due to current economic factors and partly due to the reconciliation of available capital revenues. Even with these revenue adjustments, the TIP remains financially constrained. Noteworthy project changes in the amendment are as follows: deletes 25 completed projects from the TIP (9 local streets and roads projects, 2 highway projects; and 14 transit projects) and one project because the proposed local funds for the project did not materialize (Gilroy - Railroad Ave. Streetscape project); updates the back-up list and project cost of the Caltrans managed Grouped Listing for Highway Bridge Program to include \$166.7 million in new programming; updates the funding plan for the BART Oakland Airport Connector project to remove \$174 million in private funds and \$36.2 million in Other Local funds, and add \$101.6 million in TIFIA funds, \$47.2 million in RM2 funds, \$20 million in SLPP funds, \$12.8 million in PTMISEA funds and \$12.7 million in XTRAN funds; updates the funding plan for the Transbay Transit Center - TIFIA Loan Debt Service based on TIFIA loan agreement by \$50.7 million and transfers \$17.5 million in CMAQ funds from the AC Transit sponsored Enhanced Bus - Telegraph/Intl/East 14th project (ALA050017) to the new AC Transit - Operating Service project (ALA090051) conditioned on approval by MTC at its December 16, 2009 meeting of the reassignment of \$35 million in CMAQ funds (MTC Resolution No. 3831, Revised). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-32</a> Approved	Admin Mod	46	\$400,799	12-9-09 <a href="#">Letter</a>	12-10-09 <a href="#">Letter</a>	N/A
<p>TIP revision 09-32 revises 46 projects with a net decrease in funding of approximately \$401,000. The revision updates seven Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-31</a> Approved	Amendment	74	\$23,763,429	11-18-09 <a href="#">Letter</a>	12-9-09 <a href="#">Letter</a>	1-7-10 <a href="#">Letter</a>
<p>Revision No. 09-31 is an amendment that revises 74 projects with a net increase in funding of approximately \$23.8 million. The significant changes in the amendment are as follows: deletes 63 completed projects from the TIP (42 local streets and roads projects, 2 highway projects; and 19 transit projects); adds one new MTC managed grouped listing for New Freedom funds for FY08 and FY09 for large urbanized areas totaling \$5.8 million; adds \$6.4 million in ARRA TIGER funds to the AC Transit sponsored Zero Emission Bus Advanced Demonstration project; updates the funding plan for the San Mateo County Traffic Incident Management project to add \$1M in RIP funds from the Willow Road Interchange project (SM010047); \$500K in RIP funds, \$2.3M in TLSP funds and \$4M in Other Local funds; and updates back-up list and project cost of the Caltrans managed Grouped Listing for railroad crossings to include \$6.6 million in Section 130 Funds in FY 2010. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date

<a href="#">09-30</a> Approved	Amendment	48	\$4,768,053	10-28-09 <a href="#">Letter</a>	12-1-09 <a href="#">Letter</a>	12-10-09 <a href="#">Letter</a>
<p>TIP Amendment 09-30 revises 48 projects with a net increase in funding of approximately \$4.8 million. Among these changes, the amendment: 1) Deletes thirty completed projects from the TIP (twenty local streets and roads projects and ten transit projects) and the Golden Gate Transit project to replace 34 - 1991 40' TMC buses (MRN050023) because all the funds (\$8,293,951 in FY 2009 Section 5307 funds and \$2,073,488 of corresponding local match) are being transferred to the Facilities Rehabilitation Project (MRN050025). 2) Adds one new Caltrans managed SHOPP Grouped Listing for Highway Maintenance with four projects totaling \$19.1 million. 3) Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings - Mandates and Prop 1B decrease by \$52.9 million to remove a state cash funded project from the TIP, because it does not need federal reimbursement; Emergency response increases by \$23.9 million due increase in construction costs for various projects; Collision Reduction increases by \$17.9 million and Mobility decreases by \$6.3 million. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-29</a> Approved	Admin Mod	58	\$806,640	11-10-09 <a href="#">Letter</a>	11-12-09 <a href="#">Letter</a>	N/A
<p>TIP revision 09-29 revises 58 projects with a net decrease in funding of approximately \$807,000. Among other changes, the revision updates nine Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. Among other changes, the revision also updates 14 regional planning projects to reflect the commission approval of the STP/CMAQ programming for these projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-28</a> Approved	Admin Mod	25	\$1,668,172	9-16-09 <a href="#">Letter</a>	9-17-09 <a href="#">Letter</a>	N/A
<p>TIP revision 09-28 revises 25 projects with a net increase in funding of approximately \$1.7 million. Among other changes, the revision updates 11 Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and use the recent FTA operations flexibility. The revision also updates the funding plans of various projects including changes in the US 101 Doyle Drive Replacement project (\$12.2M in CON phase funds being reprogrammed to ROW phase to address corresponding change in cost for the phases) and I-580 TriValley Corridor - EB HOV/HOT Lanes project (\$7.5M in CON phase funds being reprogrammed to PE phase). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-27</a> Approved	Amendment	16	\$57,660,000	9-23-09 <a href="#">Letter</a>	9-28-09 <a href="#">Letter</a>	10-27-09 <a href="#">Letter</a>
<p>TIP Amendment 09-27 revises 16 projects with a net decrease in funding of approximately \$57.7 million. Among these changes, the amendment: Adds four new projects into the TIP (two planning projects, one bike project and one local road rehabilitation project); deletes two projects from the TIP: the Grand/MacArthur Blvd Corridor Improvements project because the funds are being used for the new Study Contra Flow Lanes on Bay Bridge project; and the Alameda-Oakland Ferry Main Street Barge project because the listing was a duplicate of an existing project; updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings (Collision Reduction increases by \$62.9 million with the addition of several projects, including safety projects on SR84 and SR152; Emergency Response increases by \$43.2 million with the addition of several projects, including a safety project on Route 580; Bridge Preservation decreases by \$151.2 million to remove duplicate programming in the back-up listing; Roadway Preservation decreases by \$18.5 million); and updates the back-up list and project cost of the Grouped Listing funded with FTA 5307 ARRA funds for the Concord Urbanized Area to add operating assistance projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date

<a href="#">09-26</a> Approved	Admin Mod	17	\$3,553,253	8-20-09 <a href="#">Letter</a>	8-20-09 <a href="#">Letter</a>	N/A
TIP revision 09-26 revises 17 projects with a net decrease in funding of approximately \$3.6 million. Among other changes, the revision updates six Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings. The revision also updates six Caltrans managed Grouped Listings. Another significant change in this revision is the update to the funding plan of the Sonoma Marin Area Rail Corridor project by removing \$5 million in FTA section 5309 funds that were not allocated. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-25</a> Approved	Admin Mod	16	\$6,218,251	8-6-09 <a href="#">Letter</a>	8-10-09 <a href="#">Letter</a>	N/A
TIP revision 09-25 makes revisions to 16 projects with a net increase in funding of approximately \$6.2 million. Among other changes, the revision updates the project costs of thirteen regional planning projects to include STP or CMAQ funds and updates the local matching funds. The funding plan of AC Transit's Preventive Maintenance program was updated to include \$1.8 million in FTA 5307 funds transferred in from the AC Transit Facilities Upgrade project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-24</a> Approved	Admin Mod	10	\$1,465,021	7-23-09 <a href="#">Letter</a>	7-23-09 <a href="#">Letter</a>	N/A
TIP revision 09-24 makes revisions to 10 projects with a net decrease in funding of approximately \$1.5 million. Among other changes, the revision updates the back-up list for the American Recovery and Reinvestment Act (ARRA) funded - San Mateo Local Streets and Roads Rehabilitation Projects Grouped Listing with a net decrease in funding of \$4.4 million. The revision updates the project cost of the Santa Rosa Bus: Operating Assistance project to include \$1.6 million in additional funds and updates the funding plan of the Doyle Drive project to reprogram \$17.5 million in SHOPP Funds from FY 2006-07 to FY 2008-09. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-23</a> Approved	Amendment	85	\$437,928,801	7-22-09 <a href="#">Letter</a>	8-10-09 <a href="#">Letter</a>	8-14-09 <a href="#">Letter</a>
TIP Amendment 09-23 is an all transit TIP amendment that makes revisions to 85 projects with a net increase in funding of approximately \$437.9 million. The amendment programs \$350 million in FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for FY 2009-10, as adopted by the commission through the San Francisco Bay Area Regional Transit Capital Priorities program. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-22</a> Approved	Amendment	19	\$449,128,391	7-22-09 <a href="#">Letter</a>	8-5-09 <a href="#">Letter</a>	8-21-09 <a href="#">Letter</a>
TIP Amendment 09-22 makes revisions to 19 projects with a net increase in funding of approximately \$449.1 million. The amendment adds six new regional projects into the TIP funded with Other Local funds. The significant change in this amendment is the updated funding plan for the Transbay Terminal Project with an updated cost of \$1.2 billion, with the funds being added in FY13 and FY14. The amendment also programs \$70 million in American Recovery and Reinvestment Act (ARRA) funds to the Oakland Airport Connector project in FY09. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-21</a> Approved	Admin Mod	13	\$2,146,482	7-13-09 <a href="#">Letter</a>	7-13-09 <a href="#">Letter</a>	N/A

<p>Revision 09-21 is an administrative modification that makes revisions to 13 projects with a net increase in funding of \$2.1 million. Among other changes, the revision updates the back-up lists and costs of four American Recovery and Reinvestment Act (ARRA) grouped listings. The significant change is the revision of the Caltrans managed grouped listing for Emergency Response projects. For six projects in this revision, the fund source is changed from CMAQ funds to STP funds due to the FY 2008-09 Rescission of CMAQ Apportionment. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-20</a> Approved	Amendment	18	\$5,041,183	6-24-09 <a href="#">Letter</a>	7-6-09 <a href="#">Letter</a>	7-21-09 <a href="#">Letter</a>
<p>TIP Amendment 09-20 makes revisions to 18 projects with a net decrease in funding of approximately \$5 million. The amendment adds seven new projects into the TIP: three transit projects (scheduled to receive part of the \$15.3 million in American Recovery and Reinvestment Act (ARRA) funds), two new planning projects (funded with Other Local funds), one grade crossing design project (funded with TCSP earmarks funds) and one pavement overlay project (funded with SLPP funds and Other Local funds). The amendment also updates funding plans of the ARRA funded SHOPP projects to reflect actual obligations, at the request of Caltrans and among other changes, the amendment also changes the funding plan for the Doyle Drive Replacement Project as follows: it moves approximately \$35 million from FY 2007-08 to FY 2008-09 for the Doyle Drive Replacement Project and changes the fund source for \$80 million from Other Local funds to AB1171 funds. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-19</a> Approved	Admin. Mod	24	\$12,048,719	6-29-09 <a href="#">Letter</a>	6-30-09 <a href="#">Letter</a>	N/A
<p>Revision 09-19 is an administrative modification that makes revisions to 24 projects with a net increase in funding of \$12 million. Among other changes, the revision updates the back-up lists and costs of seven American Recovery and Reinvestment Act (ARRA) funded grouped listings. The significant change is the revision of the Caltrans managed grouped listing for Bridge Preservation projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-18</a> Approved	Amendment	34	\$76,464,607	5-27-09 <a href="#">Letter</a>	6-18-09 <a href="#">Letter</a>	7-8-09 <a href="#">Letter</a>
<p>Revision 09-18 is an amendment that makes revisions to a total of 34 projects with a net change in funding of \$76.5 million. It adds 12 new projects into the TIP, including the SR 12/29/221 Soscot Junction Interchange (Flyover) Study project with \$6.3 million in State funds; 10 regional planning projects; and a new TIP listing for the Pavement Technical Assistance Program (P-TAP). These were split from existing projects to mark the start of the new federal authorization period. One significant change in this amendment is the increase in costs of the Golden Gate Bridge - Suicide Deterrent System project, with \$5 million in FY 2010-11 and \$45 million in uncommitted funds in FY 2012-13. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-17</a> Approved	Amendment	28	\$7,716,699	5-27-09 <a href="#">Letter</a>	6-17-09 <a href="#">Letter</a>	6-23-09 <a href="#">Letter</a>
<p>Revision 09-17 is an amendment that makes revisions to a total of 28 projects with a net decrease in funding of \$7.7 million. The amendment is the Annual All Transit or Program of Projects (POP) TIP amendment that makes revisions to transit projects to reflect the FY 2008-09 appropriations that were enacted in March as part of the omnibus appropriations act and the apportionments of the FTA 5307 and 5309 Fixed Guideway programs to urbanized areas that were released by FTA on April 27. One significant change in this amendment is the addition of \$12.6 million to the BART Car Replacement project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.</p>						

Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-16</a> Approved	Admin. Mod	8	\$6,794,240	5-22-09 <a href="#">Letter</a>	5-27-09 <a href="#">Letter</a>	N/A
Administrative modification 09-16 makes revisions to eight American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net increase in funding of approximately \$6.8 million. The back-up lists and costs of grouped listings are updated with this revision. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-15</a> Approved	Admin. Mod	41	\$2,020,832	6-3-09 <a href="#">Letter</a>	6-4-09 <a href="#">Letter</a>	N/A
Revision 09-15 is an administrative modification that makes revisions to 41 projects with a net increase in funding of approximately \$2.02 million. Among other changes, it updates project lists and costs of three Caltrans managed SHOPP Grouped listings. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-14</a> Approved	Amendment	27	\$6,591,745	4-22-09 <a href="#">Letter</a>	5-28-09 <a href="#">Letter</a>	6-10-09 <a href="#">Letter</a>
Amendment 14 makes revisions to a total of 27 projects with a net increase in funding of approximately \$6.6 million. The amendment serves to update projects to reflect the revised Urban Partnership Program Agreement (UPA). Among other changes, the UPP Pre-Implementation project (SF-070044) was deleted from the TIP and the new Congestion Pricing Study and Coordination project (SF-090028) was added into the TIP. The revision also adds three other new projects into the TIP, two that program the new State Local Partnership Program funds and one that programs the FLHP funds received. The amendment deletes the Santa Rosa City Bus Route 19 /12 (SON070014) project as it was duplicated in the TIP and the Caltrain Fare Equipment Replacement project (SM-030029) as all the funds within the TIP period are being transferred to the Signal/Communication Rehabilitation & Upgrades project (SM-050041). The funding plan of the I-680 Sunol Grade - Alameda project (ALA991084) was updated to include \$72 million in Proposition 1B SHOPP funds that were originally listed under the Grouped Listing - SHOPP - Mandated and Prop IB (VAR991009). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-13</a> Approved	Amendment	6	\$17,137,154	4-22-09 <a href="#">Letter</a>	5-27-09 <a href="#">Letter</a>	6-10-09 <a href="#">Letter</a>
Amendment 13 makes revisions to 6 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net change in funding of approximately \$17.1 million. Among other changes, the amendment adds three new projects (Yountville SR 29 Bicycle Safety Improvements project - NAP090001, Pedestrian Signal Upgrades - SF-090029, and McGary Road Safety Improvements Project - SOL090004). The amendment also adds \$10 million in ARRA funds to the Vasco Road Safety Improvements - Contra Costa project (CC-050030). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-12</a> Approved	Admin. Mod.	21	\$1,919,712	4-22-09 <a href="#">Letter</a>	4-24-09 <a href="#">Letter</a>	N/A
Administrative modification 09-12 makes revisions to 21 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$1.9 million. One significant change in this revision is the creation of the San Mateo County: Install TMS Elements (SM-090023) project by splitting the project originally listed in the SHOPP – Mobility Grouped Listing in the TIP (MTC050006) to allow for easier reporting and tracking of ARRA funds. The funding plan for the SR 24 - Caldecott Tunnel 4th						

Bore project was also updated by adding \$104.957 million in State ARRA funds in FY09 in place of \$31 million in RIP funds and \$73.957 million in CMIA funds programmed in the TIP. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-11</a> Approved	Admin. Mod.	2	\$4,100,000	4-16-09 <a href="#">Letter</a>	4-16-09 <a href="#">Letter</a>	N/A
Administrative modification 09-11 makes revisions to two projects receiving State American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$4.1 million. The changes reflect the actions taken at the April California Transportation Commission meeting. The Marin US 101 HOV Gap Closure project (MRN990001) received \$2.1 million in State ARRA-TE funds and \$2 million in RIP funds in FY09. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was updated by adding \$92.7 million in State ARRA funds in FY09 in place of \$2.7 million in IIP funds and \$90 million in CMIA funds programmed in the TIP. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-10</a> Approved	Admin. Mod.	13	\$7,871,342	4-10-09 <a href="#">Letter</a>	4-13-09 <a href="#">Letter</a>	N/A
Administrative modification 09-10 makes revisions to 13 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net decrease in funding of approximately \$7.8 million. One significant change in this revision is the creation of a Grouped Listing for Highway Maintenance Projects receiving ARRA funds (REG090034) by splitting the project originally listed in the SHOPP – Roadway Preservation Grouped Listing in the TIP (MTC050009) to allow for easier reporting and tracking of ARRA funds. All other changes primarily updated the back-up lists and costs of grouped listings. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.						
<a href="#">09-09</a> Approved	Admin. Mod.	17	\$13,711,731	4-09-09 <a href="#">Letter</a>	4-13-09 <a href="#">Letter</a>	N/A
Administrative modification 09-09 makes revisions to 17 projects with a net increase in funding of approximately \$13.7 million. One significant change in this revision is the addition of four million dollars in FTA 5309 New Starts funds to AC Transit's Enhanced Bus - Telegraph/International/East 14th project (ALA050017). The Caltrans managed Grouped Listing for State Highway Operations and Protection Program (SHOPP) – Emergency Response was updated to include three new projects in FY 2008-09 and one in FY 2009-10 with a net increase in cost of \$2.4 million. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-08</a> Approved	Admin. Mod.	6	\$3,150,000	3-17-09 <a href="#">Letter</a>	3-18-09 <a href="#">Letter</a>	N/A
Administrative modification 09-08 makes revisions to 6 projects with a net change in funding of \$3.15 million. The revision programs \$132,298,000 in federal American Recovery and Reinvestment Act (ARRA) funds in place of existing funding and adds Highway Maintenance projects. Among other changes, the US-101 Doyle Drive Replacement project in San Francisco (SF-991030) received \$50,000,000 in federal ARRA-SHOPP funding instead of later local funds to allow a segment of the project to be delivered sooner.						
<a href="#">09-07</a> Approved	Amendment	26	\$485,263,640	2-25-09 <a href="#">Letter</a>	3-2-09 <a href="#">Letter</a>	3-17-09 <a href="#">Letter</a>
TIP Amendment 09-07 amends in 26 new grouped listings into the TIP with a net change in funding of \$485.3 million in American Recovery and Reinvestment Act (ARRA) and local funds. This revision programs \$395.1 million of the ARRA revenues amended into the TIP as part of Revision 09-05. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.						

Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-06</a> Approved <a href="#">related documents</a>	Amendment	151	\$12,507,578,454	4-22-09 <a href="#">Letter</a>	5-12-09 <a href="#">Letter</a>	5-29-09 <a href="#">Letter</a>
<p>Amendment #09-06 serves to conform the 2009 TIP to the new Transportation 2035 Plan for air quality conformity purposes. TIP Amendment 09-06 modifies approximately 17 projects and adds approximately 134 non-exempt projects with a net increase in funding of roughly \$12.5 billion, including the addition of new projects as a result of recently approved voter initiatives, such as the Bay Area Rapid Transit District's (BART's)- Warm Springs to Silicon Valley with a total cost of \$7.587 billion and Sonoma Marin Area Rail Corridor (SMART) project for \$646 million; it adds the San Jose International Airport People Mover project for \$512 million; adds the Freeway Performance Initiative for \$222 million and adds the Bayview Transportation Improvements project for \$126 million. The amendment also adds various Proposition 1B Trade Corridors Improvement Fund (TCIF) projects recently adopted by the California Transportation Commission (CTC); adds new projects approved by the CTC in the 2008 State Transportation Improvement Program (STIP), reconciles project costs to the new RTP (T-2035), and adds or deletes other air quality non-exempt projects consistent with the new RTP. The conformity analysis done for the Transportation 2035 Plan also serves to re-conform the entire 2009 TIP</p>						
<a href="#">09-05</a> Approved	Amendment	0	\$1,188,148,640	2-25-09 <a href="#">Letter</a>	2-26-09 <a href="#">Letter</a>	3-17-09 <a href="#">Letter</a>
<p>Amendment 09-05 amends in the funding revenues for the American Recovery and Reinvestment Act (ARRA) to the tune of \$1.18 Billion. This amendment adds in additional revenues only, to demonstrate financial constraint for the 2009 TIP. Several projects to be funded with ARRA funding are included in a companion Amendment 09-07.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date
<a href="#">09-04</a> Approved	Amendment	64	\$303,471,101	2-25-09 <a href="#">Letter</a>	3-3-09 <a href="#">Letter</a>	3-17-09 <a href="#">Letter</a>
<p>TIP Amendment 09-04 makes revisions to 64 projects with a net increase in funding of \$303,471,101. Among other changes, it updates project lists and costs of several SHOPP Grouped listings. The amendment updates the funding plan to identify \$35 million in CMAQ funds and advance these funds from outside the TIP period for AC Transit's Enhanced Bus - Telegraph/Intl/East 14th project as part of the implementation of the Resolution 3434 Strategic Plan. It adds the High Street Bridge rehabilitation project back into the TIP and amends ten new projects into the TIP. Of these, four projects received FTA Transit in Parks Program (5320) grant funds and the revenues are accounted for as part of this revision. The amendment programs the second cycle funds of the Safe Routes to School grants into the TIP, adds in FY10 and FY11 funds into the Highway Safety Improvement Program and archives seven projects.</p>						
<a href="#">09-03</a> Approved	Admin. Mod	15	\$361,802	1-29-09 <a href="#">Letter</a>	2-10-09 <a href="#">Letter</a>	N/A
<p>Administrative modification 09-03 updates the project listing and funding for revisions to 15 projects with a net funding change of \$361,802. One significant change in this revision includes combining the Doyle Drive Congestion Tolling project (SF-070043) into the Doyle Drive Replacement project (SF-991030), to reflect the changes made through administrative modification 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Another change is to split the existing New Freedom Grouped Listing (REG070013) into three separate New Freedom (NF) grouped listings: NF FY06 Small UA (REG070013), NF FY07 Large UA (REG090004) and NF FY07/09 Small UA (REG090005) with updated project costs and lists to provide clarity.</p>						
Revision (PDF)	Type	Number of Projects	Net Funding Change	MTC Approval Date	Caltrans Approval Date	FTA/FHWA Approval Date

<a href="#">09-02</a> Approved	Amendment	72	\$28,081,615	<a href="#">12-31-08</a> <a href="#">Letter</a>	<a href="#">1-7-09</a> <a href="#">Letter</a>	<a href="#">1-23-09</a> <a href="#">Letter</a>
<p>Revision 09-02 is an amendment referred by the Programming and Allocations Committee on December 10, 2008. It makes revisions to 72 projects with a net increase in funding of \$28,081,615. Among other changes, it updates funding amounts to reflect changes made through Amendment 07-26 which revised the 2007 TIP after the Commission had approved the 2009 TIP. This amendment also reconciles STP/CMAQ funding that was obligated in FY 2007/08, modifies projects to reflect actions taken by the California Transportation Commission and makes adjustments to various grouped project listings at the request of Caltrans. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.</p>						
<a href="#">09-01</a> Approved	Admin Mod	29	\$2,880,741	<a href="#">12-15-08</a> <a href="#">Letter</a>	<a href="#">12-16-08</a> <a href="#">Letter</a>	N/A
<p>Revision 09-01 is an administrative modification approved by MTC's Executive Director under delegation of authority on December 15, 2008. It makes revisions to 29 projects with a net increase in funding of \$2,880,741. Among other minor changes, it updates funding amounts, fund sources, project descriptions and project sponsors to reconcile with changes made through administrative modifications 07-27 and 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.</p>						

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#### CONTACTS

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