

Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2010

Item Number 3b

Resolution Nos. 3975 and 3976

Subject: Request for adoption of the 2011 Transportation Improvement Program, MTC Resolution No. 3975, and accompanying Transportation Air Quality Conformity Determination for the Transportation 2035 Plan and 2011 TIP, Resolution No. 3976.

Background: The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds or are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as “programmed”) must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented. Federal regulations also require an opportunity for public comment prior to TIP approval. The 2011 TIP covers a four-year period from FY 2010-11 through 2013-14. It contains approximately 1,000 projects totaling about \$11 billion. The TIP contains a financial constraint analysis and air quality conformity analysis.

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 investment analysis uses demographic and geographic criteria to calculate the shares of 2011 TIP investments that will flow to low income and minority 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 two analytical approaches undertaken for the analysis both concluded in the aggregate that there is an equal or 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. The 2011 TIP Investment Analysis: Focus on Low-Income and Minority Communities is being adopted as part of the TIP.

Under Federal law and regulation, regional transportation plans (RTPs) and transportation improvement programs (TIPs) must be analyzed to determine if they conform with federal air quality standards and plans (known as the State Implementation Plan or SIP).

The Transportation-Air Quality Conformity Analysis on the Transportation 2035 Plan and 2011 TIP was prepared in accordance with the U.S. Environmental Protection Agency's (EPA) transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3757). MTC staff consulted with the Air Quality Conformity Task Force on the approach to the conformity analysis, draft conformity analysis, response to public comments on the draft conformity analysis, and final conformity analysis. Based on the conformity analysis, a positive conformity determination can be made because the plan and the TIP conform to the federal air quality standards and plans. The final conformity analysis can be found at the following web address:

http://www.mtc.ca.gov/funding/tip/Final_AQ_conformity_Analysis.pdf

Copies of the Transportation-Air Quality Conformity Analysis and the 2011 TIP are available upon request.

The 2011 TIP and accompanying Transportation-Air Quality Conformity Analysis, were released for a 56-day public review and comment period starting on August 6, 2010. MTC held a public hearing on September 8, 2010 and again on September 22, 2010, and the comment period closed on September 30, 2010. A summary of the 2011 TIP comments received and staff's response, is included as Attachment A and is also incorporated as an appendix to the 2011 TIP. Comments and staff's responses on the Transportation-Air Quality Conformity Analysis are included in Section V of that document.

Once approved by the Commission the 2011 TIP and its conformity determination will be transmitted to Caltrans for its review and approval. Caltrans will then forward the documents to FHWA and FTA as required for final federal agency review and approval. Approval is expected by December 14, 2010.

Issues: None

Recommendation: Refer Resolution No. 3975, MTC 2011 Transportation Improvement Program, and Resolution No. 3976, Transportation-Air Quality Conformity Analysis for the Transportation 2035 Plan and 2011 TIP, to the Commission for approval.

Attachments: Attachment A – Responses to TIP public comment
Attachment B - List of project changes in response to comments
MTC Resolution No. 3975
MTC Resolution No. 3976

METROPOLITAN TRANSPORTATION COMMISSION
2011 Transportation Improvement Program (TIP)
Written Public Comments
Version: October 6, 2010 5:00 PM

MTC appreciates the public review and comments provided for the 2011 TIP. The comments received were generally in the following three categories:

1. Comments specific to the 2011 TIP process, financial constraint, public outreach, and investment analysis.
2. Comments that provided individual perspectives and recommendations for regional transportation Investment priorities.
3. Comments tailored to implementation of projects or provision of specific transit services.

Detailed responses to category #1 comments specific to the 2011 TIP are provided below.

For comments in category #2 that provided specific recommendations on transportation investments, the Regional Transportation Plan (RTP) establishes investment priorities and strategies to maintain, manage and improve the surface transportation network in the San Francisco Bay Area. The Transportation Improvement Program (TIP) helps carry out these strategies by committing funding to specific project improvements that support implementation of the RTP. MTC's "A Guide to the San Francisco Bay Area's Transportation Program or TIP", outlines the various opportunities available to the public and interested stakeholders to get involved in the San Francisco Bay Area's surface transportation project development process. The guide is available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and online at:
<http://www.mtc.ca.gov/funding/tip/draft2011.htm>

For specific comments in category #3 on project development/implementation and changes to transit services, staff is forwarding each such comment to the sponsor agency and will work with the commenter and agency staff toward a better understanding of next steps and opportunities for input for service planning or project development.

Responses to Comments Specific to the 2011 TIP

Air Quality Conformity Analysis, Fiscal Constraint and Cost Estimates

One comment sought clarification on the assumed transit service levels in the 2011 TIP Air Quality Conformity Analysis and availability of funds to operate such service. Several comments focused on financial constraint in the areas of funding to operate and maintain the existing transportation system, process for reviewing and ensuring updated and accurate cost estimates, and the effect of AB744 (Torrico) on project funding plans.

Response:

- As documented in Appendix C and discussed with the Air Quality Conformity Task Force, MTC staff notes that the economic downturn that began in 2008 has had a significant impact on the Bay Area's transit providers. So for the 2015 analysis year, the transit network reflected in the MTC travel model is the transit service in place as of Spring 2010 plus added/replaced transit projects in the TIP and RTP. In contrast, for the 2025 and 2035 analysis years, the transit network in the model is that of transit service in place as of 2006 and added/ replaced transit projects in the TIP and RTP. The transit fares for the 2015 analysis year are the transit fares in place as of Spring 2010.
- In the area of financial constraint to maintain the existing transportation system, MTC's adopted Transportation 2035 (T2035) estimates the total cost to maintain the existing system, transit, highways, and streets and roads, at nearly \$190 billion. It further states that based on expected revenues, the shortfall is estimated at nearly \$50 billion after accounting for \$127 billion in anticipated local, state and federal funds and dedicating over \$13 billion in regional discretionary funds to maintain the system.

For transit specifically, over the next 25 years, operating and capital replacement costs for Bay Area transit providers are projected to total \$138 billion. This includes \$98 billion in operating costs plus \$40 billion for capital replacement. But dedicated revenues over the same period, which do not include discretionary funding directed by the Transportation 2035 Plan, are expected to total only \$107 billion (\$90 billion for operations and \$17 billion for capital). The result is \$31 billion in initial unfunded needs. The Transportation 2035 Plan helps to address transit capital needs with an investment of \$6.4 billion in discretionary funds, leaving a remaining shortfall of \$25 billion (\$8 billion for operations, and \$17 billion for capital).

Even with the recent service changes modeled in the air quality conformity analysis, the current transit system carries over 500 million annual passengers. As noted in the TIP Financial Capacity Assessment, with the actions taken to date and proposed restructuring of service, fares and cost containment, the Bay Area transit agencies appear to have the financial capacity to operate transit service and meet capital match requirements over the period covered by the 2011 TIP. MTC's Transit Sustainability Project is underway and will address the issue of sustaining transit throughout the region as directed by the Commission when it adopted the Transportation 2035.

Additionally, while federal regulations state that "Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable

assurance that the federally supported transportation system is being adequately operated and maintained”, there is no definition of “adequate” in the regulations.

In the recent guidance issued on financial planning, April 17, 2009, the Questions & Answers states that “FHWA/FTA do not specify at what level a transportation project or system must be maintained and operated for purposes of estimating necessary revenues and costs for the financial plan for the STIP, TIP, or metropolitan transportation plan, associated with operating and maintaining the system. Where applicable, this is left to the State, MPO, transit operator, and local decision making processes. “This guidance can be accessed online at http://www.fhwa.dot.gov/planning/guidfinconstr_qa.htm.

- For capital cost estimating, federal regulations require project sponsors to work with FHWA or FTA on all major projects (with a cost greater than \$500 million). In addition, MTC and Caltrans work with the sponsors in maintaining funding plans and periodically updating them to reflect changes in funding and finance. MTC is not aware of any sponsor of a major project that is not in compliance with the federal requirement on major projects. Further, development of the 2011 TIP includes a required update of the cost, scope and schedule of all projects by the project sponsors. Therefore, the project cost estimates are current as of the preparation of the 2011 TIP.

As projects are revised in the TIP their cost, scope and schedule information are re-examined and updated. The date of the TIP revision is included with the revised project information. Furthermore, each project revision shows a ‘current’ and ‘proposed’, version providing a quick look at the information being revised.

- In response to the question about the availability of HOT lane revenue given that AB744 (Torrice) HOT lane bill is not moving forward, MTC is evaluating options under existing statutory authority to move forward in the near-term on a 460-mile network. There is no HOT Lane revenue assumed in the 4-year TIP period.

2011 TIP Investment Analysis

Several comments focused on the 2011 TIP Investment Analysis: Focus on Low Income and Minority Communities. The comments included a request to include elderly, blind, and disabled populations in the analysis of the TIP as well as criticism of the current methodology and recommendations for future improvements.

Response:

- Staff spoke with Mr. Lopez regarding his concerns about inclusion of the elderly, blind and disabled population in the investment analysis of the TIP. Since this is the first investment analysis of the TIP, staff will work with the Policy Advisory Council to develop questions for inclusion in the next Bay Area Travel Survey that will allow for collection of data from the elderly and disabled population. Staff

will also work with the subcommittee to solicit advice and input on expanding upon the TIP investment analysis.

- With respect to the critique on the methodology of the analysis, MTC is working with the Policy Advisory Council to refine the Investment Analysis methodology. In this first analysis, two methodologies were presented in an attempt to address some of the limitations of the Community of Concern definition and the travel model. Going forward, staff will explore how linking the TIP investments with the identified needs in the Community Based Transportation Plans (CBTPs) could inform future investment analysis. Also, MTC is replacing its current trip-based travel model (BAYCAST-90) with a state-of-the-practice activity-based model.

Public Participation

One comment focused on the need for improvements to MTC's public participation and outreach for the TIP and transparency of TIP amendments.

Response:

- Staff has reviewed the report that scores Metropolitan Planning Organizations' (MPO) TIPs and has contacted the authors to confirm the TIP year for the analysis. Because the report does not consider the 2011 TIP, staff will seek input on whether the recent improvements and additions of the TIP Guide and Investment Analysis improve the transparency of the TIP. Staff will also review other MPOs noted in the report for best practices.
- TIP Amendments are accessible to the public at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and online at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>. Staff will review other MPO TIP amendment processes for best practices to improve transparency to the public.

Project Amendments and Fund Sources:

Several comments asked for specific information about how a project is amended into the TIP and for information about the funding sources for the Port Sonoma; BART extension from Warm Springs to San Jose/Santa Clara; Transbay Terminal; SFMTA Central Subway; and Caltrain Downtown Extension projects.

Response:

- MTC's "A Guide to the San Francisco Bay Area's Transportation Program or TIP", outlines the general process for projects being added into the TIP, the requirements, and also the various opportunities available to the public and interested stakeholders can get involved in the San Francisco Bay Area's surface transportation project development process.
- For the **Ferry Service to Port Sonoma** project (TIP ID SON070013), the project was added to the TIP because the sponsor received federal earmark funding. The "Other Local" funding shown was private funding and the listing has been updated to provide additional clarity on the funding source. The information submitted can be seen by going online at <http://fms.mtc.ca.gov/fms/home.do> and accessing the project through MTC's Fund Management System (FMS).

Additional information is available from the project sponsor (who is the Santa Clara Valley Transportation Authority).

- The **BART extension from Warm Springs to San Jose/Santa Clara** is included in the RTP under reference number 21921. However, for the purposes of the 2011 TIP, there are two projects: 1) BART – Warm Springs to Berryessa Extension (TIP ID # SCL110005) and 2) BART – Berryessa to San Jose Extension (TIP ID # BRT030001). The BART – Warm Springs to Berryessa Extension project includes roughly \$704 million in Sales Tax measure A funds in the four year TIP period. The BART – Berryessa to San Jose Extension project is in the TIP for informational purposes only and has no funding in the four-year TIP period. Information related to specific funding sources (Measure A and FTA New Starts) is available in the following documents:
 - Federal Transit Administration Annual Report on Funding Recommendations for Fiscal Year 2011: New Starts, Small Starts, and Paul S. Sarbanes Transit in Parks Program – Report of the Secretary of Transportation to the United States Congress Pursuant to 49 U.S.C. 5309(k)(1). Available online at: http://www.fta.dot.gov/publications/reports/reports_to_congress/publications_11092.html, See link for: CA, San Jose, Silicon Valley Berryessa Extension
 - Federal Transit Administration Record of Decision for the Silicon Valley Rapid Transit Corridor project – available at: http://www.vta.org/bart/documents/other/FINAL_Silicon_Valley_Rapid_Transit_ROD_June_24_2010.pdf.
 - Additionally, on September 30, 2010, VTA held a Design Build Information Forum for the Berryessa Extension – which included information on the Measure A funding commitment – information is available at: http://www.vta.org/bart/documents/final_design_build.pdf
- The **SFMTA Central Subway project** is included in the RTP under reference number 21510. Information related to specific funding sources and recent FTA reports are available in the following documents:
 - Federal Transit Administration Annual Report on Funding Recommendations for Fiscal Year 2011: New Starts, Small Starts, and Paul S. Sarbanes Transit in Parks Program – Report of the Secretary of Transportation to the United States Congress Pursuant to 49 U.S.C. 5309(k)(1). Available online at: http://www.fta.dot.gov/publications/reports/reports_to_congress/publications_11092.html See link for: CA, San Francisco, Central Subway LRT
 - SFMTA continues to work with FTA and funding partners to meet FTA requirements for the eventual execution of a Full Funding Grant Agreement.

- For the **Transbay Terminal/Caltrain Downtown Extension Project – Phase 1** (TIP ID: SF-010015), the American Recovery and Reinvestment Act (ARRA) funds are federal discretionary funds. ARRA is a federal authorization rather than a fund source. The fund source has been changed from “Discretionary” to “Other-Federal” for clarity. These funds are not part of the \$428 million listed outside the TIP period. The \$428 million is not yet identified and is therefore displayed as “Regional Transportation Plan-Long Range Plan (RTP-LRP) funding beyond the 4-year TIP period to show full project cost within the financially constrained element of the RTP.

The following are the written public comments received during the Draft 2011 TIP public comment period, commencing August 6, 2010 and ending September 30, 2010, followed by the responses to these comments. This list does not include the project sponsor change requests. The sponsor changes are included as Attachment B.

	Date	Name	Agency/Organization
<i>E-Mail Correspondence</i>			
1	8/06/2010 through 9/30/2010	Various Sponsors	Various Sponsors
2	8/16/2010	Jim Stallman	Public
3	8/20/2010	Sally Maguire"	Public
4	8/24/2010	Willard Richards	Public
5	9/06/2010	Shirley Johnson PhD	Public
6	9/09/2010	Miriam Fuchs	Industrial Economics, Inc.
7	9/10/2010	Kathleen McLaughlin	Public
8	9/17/2010	Marylou Avanzino	Public
9	9/17/2010	Fredrick Schermer	Public
10	9/17/2010	Christopher Lev	Public
11	9/19/2010	Eve Sutton	Public
12	9/30/2010	Gerald Cauthen	Public
<i>Written Correspondence</i>			
13	9/21/2010	Fred Wright Lopez	Member, Policy Advisory Council
14	9/30/2010	Bob Allen	Urban Habitat
15	9/30/2010	David Schonbrunn	TRANSDEF

The specific comments received are included on the following pages. If the responses are not covered in the 2011 TIP comment responses, staff will follow up to address category #2 and category #3 comments.

1. **Comment: (Various Project Sponsors).** A few projects appear not to have been updated to reflect actual fund sources, updated project phases, total project costs and year of funding. Sponsors requested these projects be updated to reflect the latest project funding information. All updates are reflected in the final TIP.

2. **Comment: (Jim Stallman, member of the public)**

1. Need to update the hyperlink to <http://www.mtc.ca.gov/projects/rtp/bicycle.htm> (found at the end of this section).

2. It would be helpful to emphasize the statement towards the end of this section: "All projects programmed during the RTIP must consider the impact to bicycle transportation," where the word consider is not a discretionary term. See comment #3:

3. Please add the text from the Resolution 3765 – at a minimum, put in #10 so that Project Management knows up front that the project will be "audited" to "track the success of these recommendations".

The 880 HOV project between Tasman and 101 in Santa Clara County being managed by VTA is refusing to incorporate the restoration of bicycle access connecting O'Toole to Brokaw - access severed by the last interchange project which converted the O'Toole bridge to a freeway off ramp. Money is not a problem (the project is funded to the tune of close to \$100M and there are no structures involved, no land acquisition, and only 4 miles of road with ROW already in place. Attitude and failure to abide by LORS is the problem here and if MTC mandated policy is applied to this project then we can finally get everyone on the same page. The text below is a lot to wade through. The 880 HOV project is a poster child for what has to change.

3. **Comment: (Sally Maquire, member of the public).** My city of Pinole has sent me a message inviting me to send my comments to you on transit. Pinole is served by WestCAT, as I am sure you know. There is no transit on Sunday, none before 9 am on Sat and no transit after 7pm. I am blind, which means I use paratransit which is a wonderful service and I am grateful for it. However, I am unable to connect to any service without connecting to WestCAT first. This means, however wonderful transit might be in the MTC area, I am unable to participate in it when West CAT is not in operation. I am very disappointed that I have to stay home on Sundays and can never go out in the evening.

4. **Comment: (Willard Richards, member of the public)** I would greatly appreciate obtaining more information on the project listed at the bottom of the attached page, which is from the Draft 2011 TIP. A search on the MTC website for this TIP ID did not turn up any project information about Ferry Service to Port Sonoma.

- What is the usual process that leads to listing a project in the TIP and what are the minimum requirements to be listed?
- What process led to the listing of \$23.171 million for SON 070013? It is my understanding that this program item was not submitted by the SCTA, which is the CMA for Sonoma County.
- What is the source of the other local funding?
- What requirements must an Implementing Agency meet in order to have that status?

- What information about the nature and scope of a project must be submitted to the MTC in order to be programmed in the TIP? How does one obtain access to that information?

5. Comment: (Shirley Johnson PhD, member of the public). I encourage you to prioritize bicycle projects to encourage people to get out of their cars. Especially important is to promote bicycles on transit to enable passengers to reach the station and their final destination without using their cars at either end of their commutes.

Consider Caltrain's onboard bicycle service, which has suffered from insufficient onboard bicycle space since 2006. The demand is there, but the bike space isn't. Funding should be set aside to increase the use of bikes on transit, because bikes provide a solution to the sparse public transportation network emanating from many Caltrain stations. Please set aside funds to enable more bikes to be used on transit, particularly Caltrain and BART.

Projects to make driving easier should be of lowest priority. The easier it is for people to drive, the more people will drive. The more people who drive, the more congested our roads, the more polluted our air, and the more we distort our foreign policy to pay for our oil habit.

6. Comment: (Miriam Fuchs, member of the public). Information requested for transportation projects planned within the California Tiger Salamander proposed critical habitat. Attached please find a shapefile of the proposed critical habitat for the salamander. It would be helpful if we could have a shapefile, or otherwise a map, of the planned projects within the critical habitat and the years in which implementation is planned. We are interested in any projects proposed between now and 2035.

7. Comment: (Kathleen McLaughlin, member of the public). I am a daily Samtrans and Caltrain rider writing in support of the funding for these two agencies. I am particularly concerned with Caltrain's funding for the up-coming two years. Caltrain is a popular service with an average of over 350 riders per train, averaging over 35,000 riders per day. Caltrain allows us to move easily between San Francisco, San Mateo and Santa Clara counties without using a car. Additionally, Caltrain will soon electrify its system in the next couple of years, which will create a substantial improvement in local air quality. Please continue funding for Caltrain. Also, please consider an operating subsidy for Caltrain during this time of transition. Thank you for your consideration of funding for our absolutely necessary Caltrain!

8. Comment: (Marylou Avanzino, member of the public). If bicycle/ped is 2% of MTC funding, then expect 2% of trips to be by these modes. The future requires higher than 2% percent by non-car modes. So why not grant more than 2% to bike/ped projects? Please keep me car-free.

9. Comment: (Fredrick Schermer, member of the public) As an economically trained 15-year immigrant from the Netherlands, I want to submit a comment on the low quality of the transfer between the proposed BART station at Milpitas and VTA's light rail station. The low quality of this single location will result in BART, VTA (and to a minor extent also other transit agencies) not receiving the maximum possible number of paying passengers.

With BART being a regional system (the most important transit system we have in the Bay

Area) and with VTA light rail going to Silicon Valley, we have a very important transit connection at this spot between all who live in the East Bay and who work (or want to work) in Silicon Valley. Currently, close to all use their private cars to get to work here from the East Bay. Yet the quality of the proposed transfer is of such nature that as soon as riding BART + VTA light rail to work becomes a success it will not be able to handle a larger number of people. Failure due to success is now built in with the bottleneck becoming only visible as soon as larger numbers of passengers want to go from BART to VTA light rail and vice versa.

What I expected to see in the plans for this transfer location was an internal transit environment between both lines: from the BART platforms one would walk towards escalators + steps to a mezzanine, and from the mezzanine one would be able to take escalators + steps to the light rail platform.

10. Comment: (Christopher Lev, member of the public) It has been brought to my attention through the public comment process previously that the draft 2035 plan and all "plans" do not include provision for how transportation projects are constructed and/or what materials are used. Folks, a plan that doesn't include these facets is monumentally flawed and foolish. Now, I understand from your comment representatives you don't care about the above aspects and you want me to pursue this "agenda" with Caltrans, some other local authority, or my State Legislator. Trouble is, The Department doesn't care about safety unless someone has been injured and the Legislature is and impractical avenue, for the obvious reason they can't produce a budget. In order to work effectively, the MTC must partner and work with the California DOT. This action on MTC's part without a complete plan is a recipe for waste or worse.

In an effort to encourage safety for motorcyclists on Bay Area roadways, I whole-heartedly insist on the following on all new construction and upgrades: Require traction coating on all exposed metal joints on bridges, and on all metal (construction) repair plates; Require the repair of potholes within 48hrs; Forbid the use of slurry sealer in highway/freeway crack repairs; and require the construction of at least one adequate shoulder on all freeway sections

11. Comment: (Eve Sutton, member of the public)

Thank you for taking comments. I saw the link for this email in my local online newspaper, EPA Today.

1. I wish there were more emphasis on quiet, efficient, frequent busses or vans or shuttles. More school kids in East Palo Alto, regular Palo Alto, and elsewhere would ride the bus if the schedules, routes and frequency were adjusted to match school times and events before and after school. Shoppers and commuters could also use busses or shuttles. Using existing streets, bridges, and freeways is much more efficient and adjustable than building rails. Bikes can ride on the bus, great for going to Stanford campus, shopping center, bike trails, or other outings. If we could have quiet, safe, energy-efficient busses in the residential neighborhoods that would be great!

2. Trains to and from SF-SJ and around East Bay need to run more frequently especially nights, weekends, mid-day. These services keep getting cut back! I tried to travel by train from Palo Alto to SF for a conference in August. It was okay on weekdays but impossible on

Saturday because there was no train leaving PA between 1:30-3:20pm, so I had to drive instead.

3. Improving car flow along highways is crucial. Time the lights, speed up the bridge tolls (like with FastPass), etc. to reduce the time spent idling or in stop and go traffic. Sometimes private car really is most efficient.

4. For disabled people, it might be less expensive and more efficient to provide a small van (SUV size) for the wheelchair and the companion(s) instead of sending out a bigger shuttle van. Seriously, it might be better to reimburse TAXI drivers instead of trying to outfit every bus in the suburbs to handle wheelchairs.

5. If we must rely on trains, at least improve the tracks. I am not in favor of building new track to Los Angeles, not until we see how well trains can run around the Bay Area on existing lines, if all were improved. Example: Bus to train to Bart takes almost 3 hours from Palo Alto to Oakland, and costs \$20, and does not return late on Saturday night. With more trains, better bus schedule, etc., could I get to a performance in Oakland without driving my car?

12. Comment: (Gerald Cauthen, member of the public)

It has come to my attention that today is the last day for submitting comments. Here are some comments:

1.) By connecting virtually every transit line serving the central part of the Bay Area at one strategic location, the TBT/CTX Project is the single most valuable transportation project in the Region currently waiting for funds. Please therefore make certain that the TBT/CTX Project is included as a top-ranked project in the TIP.

2.) Vitaly important public transit services are being curtailed all over the Region. It is therefore unusually important at this time to use all available resources to bolster existing operations. Now is not a time for advancing costly rail extensions, especially into low density parts of the Region.

3.) The Minneapolis/St. Paul region is currently contemplating a highly controversial HOT lane program. While HOT lanes are of dubious merit, Minnesota planners are at least buttressing their HOT lanes with a curtailment on freeway expansion. MTC's HOT lane program incorporates no such restriction, and is therefore highly counter-productive. In ten or fifteen years, when the effects of excessive energy consumption really hits, people will look back at MTC's HOT lanes and wonder how such a destructive program could have been initiated so far into the global warming age.

4.) Over the past three years many of us have devoted time to San Francisco's Central Subway Project. From the information we have been able to garner, it is clear the SFMTA will under no circumstances be able to legitimately satisfy three tough conditions set forth in Leslie Rogers' letter of January 7, 2010 related to protecting Muni's existing operation, identifying \$252 million in additional local and State funding and assuming responsibility for all project cost overruns.

Preparations should begin now to transfer the funds now tentatively earmarked for the Central Subway to other deserving San Francisco projects. In the case of the federal funds the CTX project.....strongly backed by Secretary LaHood.....would be the likely substitute. If the Region doesn't get its act together in this regard, and if the Republicans should take the House in November, there is a good possibility that the Central Subway funds will leave the Region or even the State.

13. Comment: (Fred Lopez, Member, Public Advisory Council). See Attached Letter

14. Comment: (Bob Allen, Urban Habitat). See Attached Letter

15. Comment: (David Schonbrunn, Transdef). See Attached Letter

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September 21, 2010

By E-mail: info@mtc.ca.gov

MTC Commissioners

c/o MTC Public Information Office

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Re: Notice of Objection to Draft Transportation Improvement Program 2011

Honorable Commissioners:

I write to urge rejection of the Draft Transportation Improvement Program (TIP) 2011. The basis for this call is the failure of the Draft TIP to meet even minimum standards of "equity" as it pertains to the elderly, the blind and disabled within the MTC service area.

Background

The TIP represents the process by which recommendations and priorities of the Regional Transportation Plan (RTP) 2035 are translated into short (four year) term program of improvements. Accordingly, the TIP must be consistent with the RTP. A cornerstone of the RTP is a guiding vision of "Economy, Environment and Equity". It is indeed unfortunate that with regard to "equity" the Draft TIP fails. Excluded entirely from the Draft TIP is any reference to the impact of projects with regard to the elderly, blind and disabled.

The Draft TIP indicates that stakeholders were consulted, that the interest of minority and low-income communities were considered and that the process fully incorporated the "equity" concerns of the MTC Commissioners. Yet absent from the Draft document is any discussion, any reference to how the listed projects of regional significance impact the elderly, the blind and the disabled.

This omission in the Draft TIP is startling and cannot be justified. The elderly, blind and disabled constitute perhaps the fast growing segment of public transportation. Indeed we are all acquainted with numerous reports detaining, the "graying of the population" and "the aging of the baby boom generation". Whether by reason of age or disability huge segments of the Bay Area population can no longer operate private automobiles. The elderly, blind and disabled are reflected significantly in all racial and ethnic groups. And while it is true that many of the elderly, blind and disabled are found in minority and low-income communities it is not universally the case. The elderly for example tend to age in place, which means that substantial numbers of such persons are to be found in older well-established even affluent communities.

It should also be noted that the demand for Para transit services by the elderly, blind and disabled has skyrocketed as the general population ages. However, only a small portion of this community of interest qualifies under the Americans with Disabilities Act for Para transit.

Finally, it is suggested that the failure of staff to incorporate the interests, needs and concerns of the elderly, blind and disabled in the TIP may constitute a civil rights violation under regulations of the Federal Department of Transportation as well as Civil Rights Act of 1964; the Americans with Disabilities Act as well as Section 504 of the Rehabilitation Act.

Recommendation

It is respectfully submitted that the Draft Transportation Improvement Program 2011 should be rejected with instructions to MTC staff to incorporate the impact of the identified transportation projects on the elderly, blind and disabled.

Respectfully Submitted

Fred W. Lopez
Member, Public Advisory Council - MTC

MTC info - Urban Habitat Comments on 2011 TIP

From: Bob Allen <bob@urbanhabitat.org>
To: <info@mtc.ca.gov>
Date: 9/30/2010 9:05 PM
Subject: Urban Habitat Comments on 2011 TIP

The following comments were submitted in writing as well:

Re: Urban Habitat Comments on Draft 2011 TIP

After reviewing the draft 2011 TIP and related “Low Income and Minority Communities Analysis” Urban Habitat is concerned that many of the long standing investment, public participation and equity analysis issues that Urban Habitat and other transportation justice advocates have previously raised persist in the 2011 TIP. Given the depth of the crisis facing Bay Area transit operators – and the consequences of related cuts in transit operations - we believe the investment priorities in the TIP should reflect the urgency transit dependent communities clearly feel at this moment.

Our comments focus on three areas: 1) Public Participation 2) Methodology & Analysis of TIP Impact on Low Income Communities and Communities of Color (Communities of Concern or CoCs in MTC terminology) and TIP Investment Decisions.

I. Public Participation:

- An analysis of TIPs from across the country by the Transportation Equity Network (TEN) gave the Bay Area TIP a score of 6 out of a possible 12 in terms of transparency. The index included factors such as whether or not a TIP was broken out by capital and operating costs. (TEN Report: More Transit = More Jobs at http://www.transportationequity.org/index.php?option=com_content&view=article&id=304:more-transit-more-jobs&catid=63:feature)
- MTC should make all data utilized in the Analysis of TIP Impact on Communities of Concern transparent and accessible to the public. However, the frequent number of TIP amendments makes tracking investments over time so complex as to make it impossible to understand the status of the Bay Area's overall transportation investment picture. Information should be made available in a more accessible format when TIP amendments are made.

II. Methodology & Analysis of TIP Impact on Communities of Concern

MTC continues to utilize its Travel demand Model (TDM) to measure equitable benefits for its transportation investments (see Attachment A for a more comprehensive critique of the TDM that Urban Habitat has shared with MCAC members and MTC staff previously). This despite the fact that MCAC members and advocates spent well over a year developing the Snapshot Analysis, along with MTC staff, precisely because of the complete failure of the TDM to fairly and accurately measure transportation

equity in the Bay Area. In addition, large number of Low Income Communities and Communities of Color live outside of the CoC and are not properly accounted for in the current MTC methodology.

MTC has committed to complete Community Based Transportation Plans (CBTPs) for 43 Communities of Concern. Given that this exercise was stated to address needs of Low Income Communities and Communities of Color which were identified in the 2001 Lifeline Transportation Network Report and that MTC has stated that “Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions” any analysis of the benefits CoCs receive in the TIP should include a review how 2011 TIP investments meet CBTP identified transportation needs.

III. TIP Investment Priorities

Despite claims by MTC staff that the agency dedicates the largest portion of its RTP investment to preserving the existing system a recent analysis of TIPs from across the country by the Transportation Equity Network (TEN) showed that over a 5 year period from FY 2008 – 2012 MTC dedicated 37.7% of its TIP funding to transit. Of the 21 TIPs analyzed in the report this placed MTC roughly in the median for % of TIP funds dedicated to transit. Also relevant was the finding that a 50% shift of TIP funding from roads to transit would produce a net increase of 23,264 jobs while providing \$4 billion in desperately needed transit funding.

- In it's guide to the TIP MTC notes “ ‘the majority of funds that go to operate and maintain the existing system for transit, streets and roads are not included in the TIP” (for example the \$1billion in FTA formula funds are not included because MTC commission has not yet adopted a funding program for these funds. However, given the widespread cuts in transit operations occurring across the Bay Area, in addition to the \$25 billion in operating and capital shortfall in the 2009 RTP, it is difficult to understand how the current TIP can be demonstrated, in any meaningful way, to be fiscally constrained as is required by federal guidelines.
- In fact, in order for the TIP or any other long-term planning document or fiscal analysis prepared by MTC to be meaningful to the public, MTC Commissioners or other public officials, it should be accompanied by an analysis of the current transit operations situation in the Bay Area. In addition, this analysis should include the cost of operating all planned capital projects included in the TIP. Only then can the public have a true sense of the region's ability to sustain the existing and future transit system and be able to comment on the investments included in the TIP.
- Capital projects should state the date of the most recent cost estimates as well as current and projected % cost overruns. The public is frequently provided with figures detailing the current operations shortfalls for transit operators and in order for Bay Area residents to make informed comments on the investments included in the TIP this information should be made available.

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

“Solutions Is Our Middle Name”

September 30, 2010
By E-Mail

Steve Heminger
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Comments on Draft 2011 TIP

Dear Mr. Heminger:

Thank you for extending the comment deadline for the draft 2011 TIP. We raise the following concerns as to whether the draft TIP was properly evaluated for fiscal constraint, which in turn determines whether an air quality conformity determination can properly be made (Title 40 CFR Part 93.108):

1. Given the transit service cutbacks currently underway, along with the \$25 billion in operating and capital funds shortfalls in the RTP, we cannot see how the draft TIP meets the operations and maintenance component of the federal criteria in Title 23 CFR Part 450.104 for being fiscally constrained:

... includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP and STIP can be implemented using committed, available or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.
(emphasis added)

TRANSDEF asserts that the draft TIP's conclusory statement "Therefore, on an annual basis, the transit boards will make service, revenue and cost adjustments to balance their budgets" is irrelevant and unresponsive to the question of whether MTC has assured "that the federally supported transportation system is being adequately operated." The TIP is a key instrument in making the region sustainable.

2. What level of transit service was assumed in the air quality conformity analysis? Does it correspond to current levels, to the recent service cut levels, or to some other level? The assumed transit service level must be based on reasonably available funding for operations, which has declined significantly in recent years.

3. The demise of AB 744 eliminated some significant portion of the \$2 billion of projected HOT lane net revenues that the RTP had directed to Santa Clara County's Measure A transit program. Has MTC analyzed the fiscal consequences of this?
4. Nonetheless, the BART Berryessa to San Jose Extension is shown in the draft TIP with \$3.1 billion in Measure A funding. Please provide a table indicating VTA's current allocation of all Measure A funds and its latest sales tax revenue projections.
5. We are concerned that VTA's projections for available Measure A funds do not add up. In the course of our taxpayers' suit challenging the allocation of ACTIA funds to the BART Warm Springs Extension, VTA provided the court with a consultant's report, which is attached. The consultant concluded that, after building BART to Milpitas, VTA would have only \$1.917 billion in 2007 Measure A dollars available for all projects between 2007 and 2036. Please reconcile these calculations with the draft TIP sales tax entry for just the BART Berryessa to San Jose Extension of \$3.094 billion. That one project would more than use up all available Measure A funds. Please account for all other uses of Measure A funds in the draft TIP.
6. The draft TIP entry for the BART Warm Springs to Berryessa Extension includes \$900 million in section 5309 grant funds. While VTA may very much hope for such a grant, it cannot be counted as reasonably available, given that FTA has not indicated any intention of making such a grant, and given that VTA has not even applied for such a grant, to the best of our knowledge. Indeed, we remain puzzled why VTA would think that FTA would find it a reasonable use of public funds to provide such a large grant for rapid transit service to a flea market site.
7. If the 5309 funds cannot be counted as reasonably available, then the project scope for the BART Warm Springs to Berryessa Extension must be downsized to fit within the available funding.
8. The draft TIP entry for the Muni New Central Subway includes \$1.126 billion in RTP funds. This fund source would appear to be incorrect, given that the vast majority of these funds would come from a future FTA FFGA dedicated to this specific project, and not directed to the RTP generally.
9. A January 7, 2010 letter from FTA Region 9 to Muni identified the conditions that would need to be met before Muni can receive a \$942 million FFGA: 1). provide evidence that the subway can be implemented without adversely affecting Muni's existing operations, and 2). raise \$164 million locally and \$88 million from the State. For the TIP to be able to consider an FFGA to be reasonably available, it would have to demonstrate that these conditions can be met. Given proposed Muni service cuts and dire fiscal condition, it would appear that these conditions cannot be met.
10. The ARRA train box funding for the Transbay Terminal appears to have been left out of the listing of fund sources for phase I. If these funds are part of the \$428 million in RTP funds assigned to the project, they should be called out separately.
11. When were the most recent cost estimates done for each of the projects listed above? What due diligence has MTC exercised to provide assurance that the cost estimates for these massively expensive projects represent the most responsible

current estimates? Has MTC conducted peer reviews? These projects are so expensive that any underestimates will have drastic effects on other TIP projects.

12. The \$3.862 million Local Other entry for North Bay Ferry Service to Port Sonoma (TIP ID SON070013, p. 147 of draft TIP) appears to be in error. We were unable to find any information at SCTA that would substantiate this apparent local match. We question whether the sponsor, North Bay Ferry Service, a private entity, is eligible to receive federal funds as indicated in this TIP entry.

TRANSDEF fully expects that MTC will consider and approve a final TIP that is entirely consistent with applicable federal regulations. Thank you for the opportunity to offer these comments that will hopefully help MTC to accomplish that. We look forward to your thorough responses.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment:

Declaration of Carolyn Gonot, which contains:
Exhibit B, the AECOM report dated March 6, 2009

1 Pamela Schock Mintzer (Bar No. 173114)
R. Zachary Wasserman (Bar No. 54764)
2 **WENDEL, ROSEN, BLACK & DEAN LLP**
1111 Broadway, 24th Floor
3 Oakland, California 94607-4036
Telephone: (510) 834-6600
4 Fax: (510) 834-1928

5 Attorneys for Defendants
ALAMEDA COUNTY TRANSPORTATION
6 IMPROVEMENT AUTHORITY, CHRISTINE
MONSEN, TESS LENGYEL, and ANEES AZAD
7

8 SUPERIOR COURT OF THE STATE OF CALIFORNIA
9 FOR THE COUNTY OF ALAMEDA
10

11 SHERMAN LEWIS, an individual; ROY
12 NAKADEGAWA, an individual; and
TRANSPORTATION SOLUTIONS DEFENSE
13 AND EDUCATION FUND, a California non-profit
public benefit corporation,
14

15 Plaintiffs,

16 vs.

17 METROPOLITAN TRANSPORTATION
COMMISSION, a California state commission;
STEVE HEMINGER, Executive Director of
18 Metropolitan Transportation Commission; BRIAN
MAYHEW, Chief Financial Officer of Metropolitan
19 Transportation Commission; BAY AREA TOLL
AUTHORITY, a California State Commission;
20 ANDREW B. FREMIER, Deputy Executive
Director of Bay Area Toll Authority; ALAMEDA
21 COUNTY TRANSPORTATION IMPROVEMENT
AUTHORITY, a local government entity;
22 CHRISTINE MONSON, Executive Director of
Alameda County Transportation Improvement
23 Authority; TESS LENGYEL, Programs and Public
Affairs Manager for Alameda County
24 Transportation Improvement Authority; ANEES
AZAD, Finance and Administration Manager for
25 Alameda County Transportation Improvement
Authority; and DOES 1 through 10, inclusive ,
26

27 Defendants.
28

Case No. RG-09438262

**DECLARATION OF CAROLYN
GONOT IN SUPPORT OF
DEFENDANTS' OPPOSITION TO
MOTION FOR PRELIMINARY
INJUNCTION**

Date: March 20, 2009
Time: 9:00 a.m.
Dept: 31
Judge: Hon. Frank Roesch

Reservation No. 919734

1 I, Carolyn Gonot, declare as follows.

2 1. I am the Chief SVRT Program Officer for the Santa Clara Valley Transportation
3 Authority ("VTA"), the public agency in Santa Clara County responsible for transit operations,
4 transportation planning and programming, and transportation project implementation. I have held
5 this position since July 2007. I have been with VTA over 12 years in management capacities. As
6 part of my duties in this capacity, I am responsible for planning and programming activities
7 related to delivering BART in the Silicon Valley Rapid Transit corridor.

8 The following facts are within my personal knowledge and if called upon as a witness, I
9 could and would testify competently thereto.

10 2. Measure A, passed in November 2000, with over 2/3 of the voters of Santa Clara
11 County. This Measure provides funding for a set of projects and programs including BART into
12 Milpitas, San Jose, and Santa Clara. Measure A provided for collection of a 1/2-cent sales tax
13 beginning on April 1, 2006 and ending on March 31, 2036. Measure A did not allocate specific
14 levels of funding for the projects and programs. Measure A passed by a 70.3 percent majority
15 vote. Measure B passed in November 2008 and provides for collection of 1/8-cent sales tax
16 beginning when federal and state funding commitments for the BART project are met and
17 extending for 30 years. It is specific to BART operations and maintenance of the extension into
18 Santa Clara County. Measure B passed by more than a 2/3 majority vote at 66.8 percent.

19 3. The total project cost for BART is estimated at approximately \$6 billion in 2008
20 dollars based on preliminary 65-percent design level engineering cost estimates for project
21 construction. Local sales tax through 2000 Measure A and other local sources would contribute
22 77%, the State of California would contribute 11% and federal grants would provide the
23 remaining 12% of the funding. The entire project extends from the future Warm Springs station
24 in Fremont to a station near the Santa Clara Caltrain station.

25 4. As part of its pledge to bring BART to Santa Clara County, on January 8, 2009,
26 the VTA Board of Directors reaffirmed VTA's commitment to the Silicon Valley Rapid Transit
27 Corridor project, and approved a funding plan to assure an operable BART segment into Santa
28 Clara County. A true and correct copy of the staff report regarding the commitment and funding

1 plan, is attached as **Exhibit A**. To date, VTA has expended over \$540 million on the SVRT
2 project for corridor right-of-way, planning and engineering activities, and utility relocation.

3 5. VTA is pursuing \$750 million of federal New Starts program funding for a two-
4 station extension south of the Fremont Warm Springs Station. The first station will be in
5 Milpitas, and the second will be in the Berryessa area in east San Jose.

6 6. Regardless of whether VTA is able to secure federal New Starts funding for the
7 Silicon Valley Rapid Transit Corridor BART project, there is sufficient Measure A and state
8 funding to construct and operate a BART extension into Santa Clara County. The technical
9 memorandum by AECOM Consult, attached as **Exhibit B**, sets forth an analysis demonstrating
10 the ability for VTA to construct and operate a one-station BART extension to the City of Milpitas
11 without federal funding.

12 I declare under penalty of perjury of the laws of the State of California that the foregoing
13 is true and correct. Executed on this 7th day of March 2009 at Oakland,
14 California.

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16 
17 _____
18 Carolyn Gonot
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EXHIBIT A



Revised Agenda Item 20

Date: January 15, 2009
Current Meeting: January 8, 2009
Board Meeting: January 8, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Silicon Valley Rapid Transit Funding Plan for an Operable BART Segment

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Reaffirm the Board's commitment to the Silicon Valley Rapid Transit Corridor project (BART to Milpitas, San Jose, and Santa Clara); and approve a funding plan (Exhibits C and D) for an operable BART segment into Santa Clara County as an assurance for the BART Warm Springs Extension project.

BACKGROUND:

The BART Warm Springs Extension project is a 5.4-mile project that extends from the Fremont BART Station to southern Fremont. The Warm Springs Extension would run under Lake Elizabeth in Fremont Central Park and then run along the Union Pacific Railroad Corridor to the Warm Springs Station (shown in Exhibit A). The project cost is estimated at \$890 million (in year of expenditure dollars). The first phase of construction, the subway box construction under Lake Elizabeth, is ready for advertisement in February 2009. The project is expected to be open for revenue service in 2014.

On September 24, 2008, the Metropolitan Transportation Commission (MTC) approved the Resolution 3434 2008 Strategic Plan, which included a funding strategy to close the funding shortfall for the BART Warm Springs Extension project. The BART Warm Springs Project is funded by a number of agencies. The Resolution 3434 Strategic Plan identifies the following funding partners: BART, MTC, Alameda County Transportation Improvement Authority (ACTIA), Alameda County Congestion Management Agency (ACCMA), and VTA. The MTC contribution of funds requires three conditions be met:

1. BART contributes an additional \$24 million;

2. Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds; and
3. VTA's Board commits to a full funding plan for an operable BART segment in Santa Clara County.

In addition, ACTIA's Measure B funds are conditioned in that "funds for construction of the BART rail extension to Warm Springs in Southern Fremont may not be used until full funding for the rail connection to Santa Clara County is assured."

To meet the conditions for fully funding the Warm Springs Extension, VTA is required to take two actions: 1) Approve a full funding plan to build and operate a BART extension in Santa Clara County; and 2) Approve the SLPP contribution and its matching funds of \$16 million. This memorandum and associated action addresses the first condition. A separate memorandum will address the SLPP contribution.

DISCUSSION:

The extension of BART into Santa Clara County is a priority of the VTA Board and VTA has the financial capacity to build and operate an extension of BART. For the purpose of meeting the conditions on the Warm Springs Extension revenue, VTA staff has developed a funding plan for an operable BART segment in Santa Clara County, a two-station extension to the east San Jose Area near Berryessa Road (Exhibit B). Although the funding plan only includes a segment of the BART extension in the Silicon Valley Rapid Transit Corridor, VTA is committed to the full BART project to downtown San Jose and the Santa Clara Station.

The proposed funding plan for the operable BART segment will also be included in the federal Draft Environmental Impact Statement (EIS) planned for public comment in the January/February 2009 timeframe. The segment and related financial analysis will also be submitted for the Federal Transit Administration's annual New Starts report next year.

As shown in Exhibit C, VTA has developed a funding plan that includes three key capital funding sources: (1) local 2000 Measure A sales tax, (2) state Traffic Congestion Relief Program funds, and (3) federal Section 5309 New Starts funds. The 2008 Measure B revenues would fund the operating and maintenance costs of the extension. The memorandum to the Board of Directors dated August 4, 2008 provides the summary analysis of the revenue and costs for the on-going operating and maintenance of the SVRT project (Exhibit D).

ALTERNATIVES:

The Board could choose not to approve a funding plan for an extension of BART into Santa Clara County. This alternative would jeopardize funding for the BART to Warm Springs Extension, and could result in delay and increased costs.

FISCAL IMPACT:

The approval of a funding plan for an operable BART segment does not have a fiscal impact at this time. Subsequent Board actions would be needed to allocate and budget funds towards the SVRT activities.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

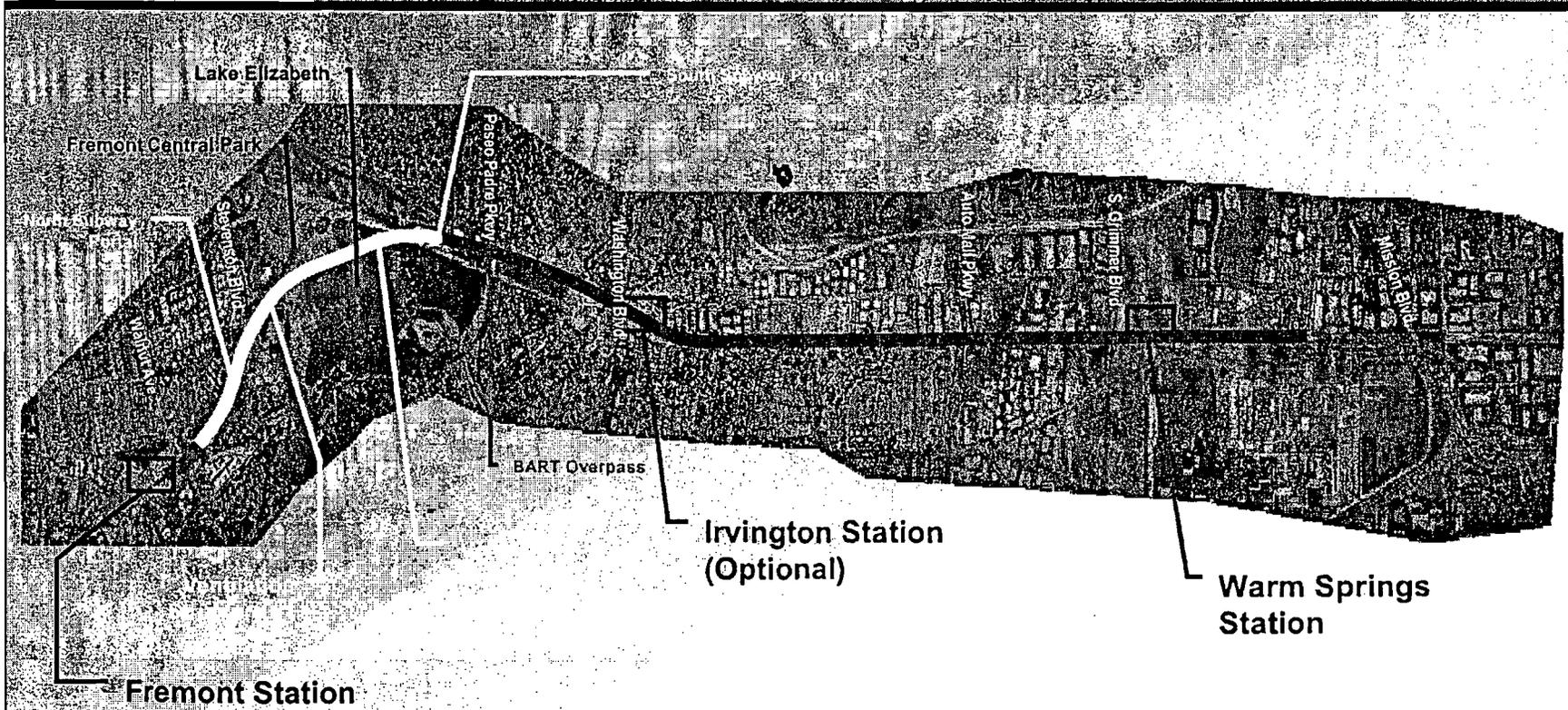
The Administration and Finance Committee heard a presentation from staff about the BART Warm Springs Extension project and the board actions and commitments required from VTA to move the project into construction in mid-2009. The staff explained that the funding plan in Exhibit A was for the New Starts segment of the Silicon Valley Rapid Transit Corridor Project. The committee voted unanimously to approve the funding plan for the New Starts segment as an assurance for the BART to Warm Springs Extension project.

Prepared by: Carolyn M. Gonot

EXHIBIT A

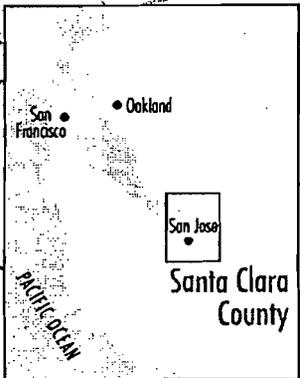
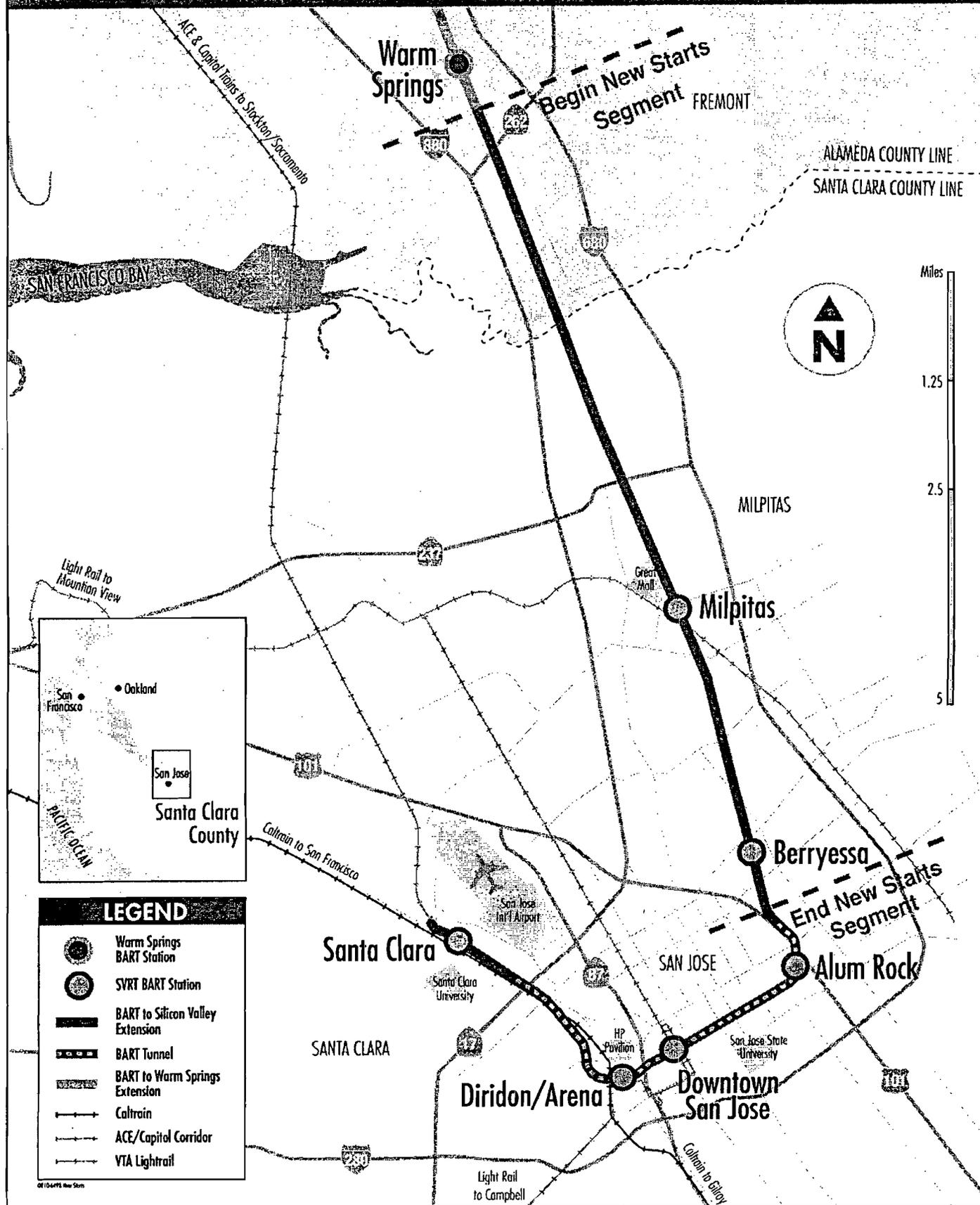


WSX Project Alignment



Yellow: Fremont Central Park Subway Construction Only Contract
Blue: Line, Track, Station and Systems Design – Build Construction Contract
Red: BART Overpass (City of Fremont Grade Separation Project)

BART to Silicon Valley Extension



LEGEND	
	Warm Springs BART Station
	SVRT BART Station
	BART to Silicon Valley Extension
	BART Tunnel
	BART to Warm Springs Extension
	Caltrain
	ACE/Capitol Corridor
	VTA Lightrail

02/10/95 Rev. 0/01

EXHIBIT C

**Sources of Capital Funding for New Starts Candidate Project
(\$YOE in millions)**

Funding Source	New Starts Candidate Project Funding	Percent of Total
VTA Local Sales Tax Measure A and Other ^a	\$1,542.7	60.9%
State Traffic Congestion Relief Program ^b	\$240.0	9.5%
Federal Section 5309 New Starts	\$750.0	29.6%
TOTAL^c:	\$2,532.7	100%

Notes:

^a "Other" includes possible state and local funds and potential joint development revenues that might replace Measure A funds.

^b Total TCRP funds committed to the project are \$648.6 million. Approximately \$408.6 million of this total has either been expended or is programmed to be expended on engineering and environmental activities to date that are not included in the project costs listed in Table 9.2-2. See text for more detail.

^c Measure A and TCRP funds also support the following past and existing commitments for related projects and other activities in the Silicon Valley Rapid Transit Corridor:

Pre-NEPA Engineering and Environmental Analysis	\$ 413 million
Freight Railroad Relocation Activities	\$ 231 million
Newhall Yard Acquisition and Maintenance	\$ 42 million
Mitchell Block Acquisition and Maintenance	\$ 39 million

Source: VTA, December 2008



EXHIBIT D

MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

FROM: Michael T. Burns
General Manager *Michael T. Burns*

DATE: August 4, 2008

SUBJECT: BART Operating Subsidy

This memorandum summarizes and presents the analysis that calculates the operating subsidy amount and demonstrates that a 1/8-cent sales tax covers this expense. The purpose of the potential sales tax is to cover VTA's obligation to BART for the cost of operating the Silicon Valley Rapid Transit (SVRT) Project, also known as the BART Extension, in Santa Clara County. At my request our consultants, AECOM Consult, Inc., have provided us a detailed calculation updating the assumptions to give the most reliable estimate of the projected cost to operate and maintain the extension together with offsetting revenue. **Their detailed response indicates that the proposed 1/8-cent sales tax will cover our payment to BART for operations, maintenance, fixed overhead and future capital reserve contributions. The calculation shows a reserve at the end of 2036. It is critical that VTA be able to meet this obligation without reducing our existing service or raising fares solely to support this effort.**

The attached executive summary and technical memo from AECOM Consult describes the methodology for estimating these costs and offsetting revenue. This methodology complies with the 2001 Comprehensive Agreement between the VTA and BART in connection with the proposed Santa Clara County BART Extension. Also attached are brief bios of the AECOM employees who have done this analysis and a list of representative projects on which they have worked.

Please feel free to contact me or Carolyn Gonot, Chief SVRT Program Officer, at (408) 321-5623 if you have any questions or need further information.

Attachments (3)

Executive Summary

VTA SVRT Extension BART Subsidy Funding

VTA consultants and staff have examined the projected VTA subsidy for the Silicon Valley Rapid Transit Extension (SVRT) project and determined that the proposed ¼-cent sales tax will be sufficient to fund the subsidy. This includes consideration of VTA responsibilities for direct Operating & Maintenance (O&M) costs, fixed overhead O&M costs, and VTA capital reserve contributions to BART and offsetting incremental passenger fare revenue.

The attached memo and appendix from AECOM Consult describes the methodology for estimating the projected operating costs, capital reserve contribution and revenue. This methodology is consistent with the 2001 Comprehensive Agreement between the VTA and BART in connection with the proposed Santa Clara County BART Extension.

In summary, the annual SVRT Extension O&M cost subsidy equals:

- **Net direct O&M cost of the SVRT Extension** - calculated as the BART systemwide direct O&M cost for the SVRT Project alternative minus the BART systemwide direct O&M cost for the Core System (the "No Build" alternative) without the SVRT Extension; PLUS
- **Allocation of BART fixed overhead O&M costs** - calculated on the basis of additional SVRT Project direct O&M costs relative to Core System direct O&M costs; MINUS
- **Net incremental BART systemwide passenger revenue** - for the SVRT Project alternative relative to the BART systemwide passenger revenue for the Core System.

In addition, VTA makes a capital reserve contribution, an annual deposit set aside to cover the capital expenses, equal to a percentage of SVRT Extension O&M costs which grows over time. This is specified in the VTA and BART Comprehensive Agreement.

The table below demonstrates that the projected amount of ¼-cent sales tax revenue is sufficient to cover projected SVRT Extension O&M costs and the capital reserve contribution for the SVRT Extension through 2036. SVRT Extension O&M costs net of fare revenue are projected to total \$1,224.2 Million. The capital reserve contribution is projected to total \$560.1 Million. Therefore, total VTA SVRT Extension subsidy payments to BART are projected to total \$1,784.3.0 Million. The ¼-cent sales tax is projected to bring in \$1,938.5 Million, a difference of \$154.2Million.

Executive Summary

SVRT Extension Subsidy Calculation

SVRT Project - Millions of YOES	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
ANNUAL SUBSIDY												
SVRT Direct O&M Costs					\$ (102.0)	\$ (106.7)	\$ (113.0)	\$ (117.8)	\$ (123.4)	\$ (130.1)	\$ (135.0)	\$ (140.3)
SVRT Allocation of Fixed Overhead O&M Costs					\$ (11.9)	\$ (12.3)	\$ (12.9)	\$ (13.2)	\$ (13.7)	\$ (14.3)	\$ (14.7)	\$ (15.1)
Subtotal - SVRT O&M Costs					\$ (113.8)	\$ (119.0)	\$ (125.9)	\$ (131.1)	\$ (137.2)	\$ (144.3)	\$ (149.7)	\$ (155.5)
SVRT Incremental Fare Revenue					\$ 65.0	\$ 69.2	\$ 74.2	\$ 78.5	\$ 83.4	\$ 88.8	\$ 93.7	\$ 98.5
Total SVRT O&M Cost Net of Fare Revenue					\$ (48.8)	\$ (49.8)	\$ (51.6)	\$ (52.6)	\$ (53.8)	\$ (55.5)	\$ (56.0)	\$ (56.9)
SVRT Capital Reserve Contribution					\$ (6.8)	\$ (8.3)	\$ (10.1)	\$ (11.8)	\$ (13.7)	\$ (15.9)	\$ (18.0)	\$ (20.2)
Total SVRT Subsidy					\$ (55.7)	\$ (58.1)	\$ (61.7)	\$ (64.4)	\$ (67.5)	\$ (71.4)	\$ (74.0)	\$ (77.1)
ANNUAL TAX REVENUE												
1/8 cent Sales Tax Revenue	\$ 50.6	\$ 53.4	\$ 56.5	\$ 59.6	\$ 61.1	\$ 63.3	\$ 66.6	\$ 68.8	\$ 71.5	\$ 74.7	\$ 76.5	\$ 78.4
CASH BALANCE												
Annual Surplus (Deficit)	\$ 50.6	\$ 53.4	\$ 56.5	\$ 59.6	\$ 5.4	\$ 5.2	\$ 4.9	\$ 4.5	\$ 4.0	\$ 3.3	\$ 2.5	\$ 1.3
Prior Year Balance	\$ -	\$ 50.6	\$ 104.0	\$ 160.5	\$ 220.1	\$ 225.6	\$ 230.7	\$ 235.7	\$ 240.1	\$ 244.1	\$ 247.4	\$ 250.0
Cumulative Surplus/Deficit Without Interest	\$ 50.6	\$ 104.0	\$ 160.5	\$ 220.1	\$ 225.6	\$ 230.7	\$ 235.7	\$ 240.1	\$ 244.1	\$ 247.4	\$ 250.0	\$ 251.3
Interest on Prior Year Balance		\$ 2.0	\$ 4.2	\$ 6.7	\$ 9.3	\$ 9.9	\$ 10.5	\$ 11.1	\$ 11.8	\$ 12.4	\$ 13.0	\$ 13.6
Cumulative Surplus/Deficit With Interest (at 4%)	\$ 50.6	\$ 106.0	\$ 166.8	\$ 233.1	\$ 247.8	\$ 262.9	\$ 278.3	\$ 293.9	\$ 309.7	\$ 326.4	\$ 340.9	\$ 356.9

SVRT Project - Millions of YOES	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	SUM
ANNUAL SUBSIDY													
SVRT Direct O&M Costs	\$ (147.6)	\$ (153.1)	\$ (160.3)	\$ (167.8)	\$ (174.9)	\$ (181.4)	\$ (190.1)	\$ (197.0)	\$ (205.1)	\$ (214.1)	\$ (218.6)	\$ (226.0)	\$ (3,204.4)
SVRT Allocation of Fixed Overhead O&M Costs	\$ (15.8)	\$ (16.2)	\$ (16.7)	\$ (17.3)	\$ (17.9)	\$ (18.4)	\$ (19.0)	\$ (19.5)	\$ (20.1)	\$ (20.8)	\$ (21.0)	\$ (21.5)	\$ (332.3)
Subtotal - SVRT O&M Costs	\$ (163.3)	\$ (169.2)	\$ (177.0)	\$ (185.2)	\$ (192.8)	\$ (199.8)	\$ (209.1)	\$ (216.6)	\$ (225.3)	\$ (234.9)	\$ (239.6)	\$ (247.5)	\$ (3,536.7)
SVRT Incremental Fare Revenue	\$ 104.7	\$ 109.7	\$ 115.7	\$ 122.1	\$ 128.5	\$ 134.4	\$ 141.6	\$ 147.7	\$ 154.7	\$ 162.0	\$ 166.7	\$ 173.4	\$ 2,312.5
Total SVRT O&M Cost Net of Fare Revenue	\$ (58.6)	\$ (59.5)	\$ (61.3)	\$ (63.1)	\$ (64.4)	\$ (65.4)	\$ (67.6)	\$ (68.8)	\$ (70.6)	\$ (72.9)	\$ (72.9)	\$ (74.1)	\$ (1,224.2)
SVRT Capital Reserve Contribution	\$ (22.9)	\$ (25.4)	\$ (28.3)	\$ (31.5)	\$ (34.7)	\$ (38.0)	\$ (41.6)	\$ (43.3)	\$ (45.1)	\$ (47.0)	\$ (47.9)	\$ (49.5)	\$ (560.1)
Total SVRT Subsidy	\$ (81.5)	\$ (84.9)	\$ (89.6)	\$ (94.6)	\$ (99.1)	\$ (103.4)	\$ (109.4)	\$ (112.1)	\$ (115.6)	\$ (119.8)	\$ (120.8)	\$ (123.6)	\$ (1,784.3)
ANNUAL TAX REVENUE													
1/8 cent Sales Tax Revenue	\$ 81.6	\$ 83.6	\$ 86.4	\$ 89.5	\$ 92.1	\$ 94.2	\$ 97.7	\$ 100.4	\$ 103.8	\$ 107.7	\$ 108.7	\$ 111.8	\$ 1,938.5
CASH BALANCE													
Annual Surplus (Deficit)	\$ 0.1	\$ (1.4)	\$ (3.2)	\$ (5.1)	\$ (7.0)	\$ (9.2)	\$ (11.7)	\$ (11.7)	\$ (11.8)	\$ (12.2)	\$ (12.2)	\$ (11.8)	\$ 154.2
Prior Year Balance	\$ 251.3	\$ 251.4	\$ 250.0	\$ 246.8	\$ 241.7	\$ 234.7	\$ 225.5	\$ 213.8	\$ 202.1	\$ 190.3	\$ 178.1	\$ 166.0	
Cumulative Surplus/Deficit Without Interest	\$ 251.4	\$ 250.0	\$ 246.8	\$ 241.7	\$ 234.7	\$ 225.5	\$ 213.8	\$ 202.1	\$ 190.3	\$ 178.1	\$ 166.0	\$ 154.2	
Interest on Prior Year Balance	\$ 14.2	\$ 14.8	\$ 15.3	\$ 15.8	\$ 16.3	\$ 16.6	\$ 16.9	\$ 17.1	\$ 17.4	\$ 17.6	\$ 17.8	\$ 18.0	\$ 302.6
Cumulative Surplus/Deficit With Interest (at 4%)	\$ 370.2	\$ 383.7	\$ 395.8	\$ 406.5	\$ 415.8	\$ 423.2	\$ 428.5	\$ 433.9	\$ 439.5	\$ 444.9	\$ 450.5	\$ 456.7	\$ 456.7

Note: Values are presented in year-of-expenditure (YOE) dollars. Inflation is based on projections for VTA by Moody's Economy.com, with special consideration of expenses for components of costs that inflate faster than the Consumer Price Index (e.g., wages & salaries, healthcare benefits, and electricity). This projection assumes that the 1/8-percent tax is implemented following award of a Full-Funding Grant Agreement with the Federal Transit Administration for the SVRT project in 2013 with revenues going into a dedicated SVRT O&M fund.

July 31, 2008

ESHIBIT B

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EXHIBIT B

Technical Memorandum

Date: March 6, 2009
To: Carolyn Gonot, VTA
From: Nathan Macek, AECOM Consult
Subject: VTA Measure A Program Financial Analysis Findings:
SVRT to Milpitas without Federal New Starts funding

This technical memorandum summarizes the application of the financial analysis model developed by AECOM Consult to examine an alternative project implementation and funding scenario for the Santa Clara Valley Transportation Authority (VTA) Measure A Program. The scenario is defined as the BART extension to Milpitas without Federal New Starts funding. It is a one-station extension.

The financial analysis demonstrates that VTA is projected to have the financial capacity to construct and operate a BART extension to Milpitas by 2018 without Federal funding support from the Section 5309 New Starts transit capital grant program.

ASSUMPTIONS

This analysis applies the following recently-updated data:

- The SVRT 65-percent design cost estimate
- A revised economic projection produced February 23, 2009 by Moody's Economy.com, which contains revised inflation rates, interest rates, and sales tax revenues projections
- The updated VTA Capital Improvement Program, as approved by the VTA Board in January 2009 and published in the agency's latest Short-Range Transit Plan (SRTP)

In addition, the Measure A program (including the SVRT project) is sized only to fund budgeted near-term capital expenditures (FY10 and FY11) and the following projects beyond FY11 (with total expenditures through project completion provided in year-of-expenditure (inflated) dollars):

- SVRT to Milpitas (\$2,650.0 million through FY19)
- BRT in the Downtown-East Valley Santa Clara-Alum Rock corridor (\$137.4 million through FY13)
- Caltrain South County (\$43.2 million through FY12)
- Caltrain Electrification (\$20.8 million through FY14)

The revised forecast reflects grant funding for these projects from other (non-Measure A) funding sources as appropriate. No other Measure A projects are explicitly funded in this scenario.

Since Federal New Starts grant funding is not assumed, this scenario **does not** apply sales tax revenue from Measure B, a ½-cent countywide sales tax fully dedicated to BART O&M and capital reserve contributions. Receipt of Measure B funds is conditioned upon receipt of a Full-Funding Grant Agreement from the Federal Transit Administration for the SVRT project.

This funding scenario applies the Base forecast of ancillary revenue. The revenue sources applied in the Base ancillary revenue forecast are summarized in Table 1.

Table 1. Revenues Applied in Ancillary Revenue Forecast

Revenue Source	Base Forecast
Joint Development	
VTA Light Rail Stations & Other Existing Properties	✓
Mitchell Block	✓
BART Stations*	Not Included
BART Station Parking Revenue*	✓
Automated Fare Collection Improved Fare Revenue	✓
Prop 1B State & Local Partnership Revenue	✓
North First Street Benefit Assessment District Revenue	Not Included

* Revenues applied only from BART stations assumed to be constructed in each alternative

In addition, this scenario tests the maximum permissible expenditure annually on capital and operating expenditures for out-year projects. These expenditures aim to fund additional projects on a cash (non-financed) basis once minimum fund balances have been exceeded. The projects funded by these expenditures are undefined or "to be determined" (TBD) in this analysis and could be spent on elements of Measure A not explicitly funded in this scenario, or other projects as defined and approved by the VTA Board over time. The amount and timing of out-year project expenditures are summarized in Table 2.

Table 2. Summary of Out-Year Capital Expenditures on "Other Projects TBD"

Funding Scenario	Out-Year Capital and Operating Expenditures			
	First Year Applied	# of Years Applied	Annual Amt. (2007 \$ Mil.)	Total Amount (2007 \$ Mil.)
Without New Starts Funding				
SVRT to Milpitas	2022	15	\$48	\$720

This amount represents the direct funding for capital and operations of other projects to be determined that VTA is projected to have the financial capacity to support with Measure A sales tax revenue. This amount could be leveraged through state and/or federal capital and/or operating grants. Applied to further extensions of SVRT project, it could be leveraged by a federal New Starts grant, which would enable Measure B's 1/8-cent sales tax revenue to fund SVRT operations.

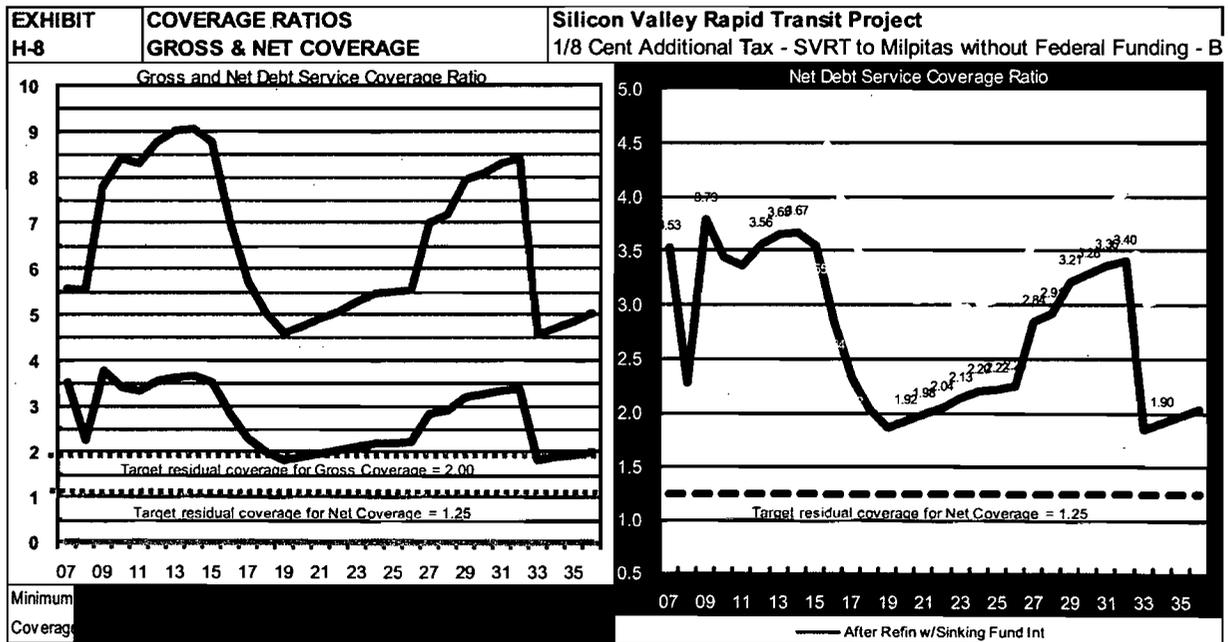
FINDINGS

The underlying assumptions and findings for this scenario are presented below.

- **Capital Project Commitments:** A bar chart summarizes annual capital expenditures in base-year (2007) and year-of-expenditure (inflated) dollars. Note the smoothed cash flow of the locally-funded phase of SVRT capital expenditures, which maintains an even level of annual investment in the project following completion of the segment to Milpitas.
- **Duration of Capital Expenditures:** A Gantt chart summarizes the annual expenditure and scheduled duration of expenditures for Measure A capital projects in base-year (2007) and year-of-expenditure (inflated) dollars.

- Debt Service Coverage Ratios:** A line graph summarizes the agency's net and gross debt service coverage ratios for all debt issues against all dedicated revenue sources. The coverage ratio is defined as the ratio of current year dedicated revenues and interest earned on debt service reserve funds divided by current year debt service payments. Simply stated, it is the minimum acceptable value in each year across the 30-year analysis period of the ratio of projected dedicated revenues divided by projected debt service. This is a conventional measure of financial feasibility. Higher values are better. The financial analysis assumed that revenues used to repay debt issued for implementation of the Measure A program were derived from dedicated funding sources. Under this financing structure, the following standards were observed:
 - Gross Coverage:** Minimum debt service gross coverage ratio before operating subsidy needs: 1.3 for Measure A sales tax bonds and 3.0 for VTA 1976 ½-cent sales tax bonds
 - Net Coverage:** Minimum debt service gross coverage ratio after operating subsidy needs for all measures: 1.25.

To evaluate this scenario, we have presented the VTA agencywide gross and net debt service coverage ratios, which summarize the agency's solvency across all debt issues and dedicated revenue sources.



This analysis demonstrates that VTA is projected to have the financial capacity to construct and operate a BART extension to Milpitas by 2018 without Federal funding support from the Section 5309 New Starts transit capital grant program. In addition, Measure A is projected to provide \$720 million (in base year (2007) dollars) in funding for other undefined projects from 2022 through 2036.

**METROPOLITAN TRANSPORTATION COMMISSION
2011 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

TIP ID	Implementing Agency	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Explanation
ALAMEDA								
ALA070046	AC Transit	Zero Emissions Bus Advanced Demonstration	\$6,400,000	FY2009/10	\$6,400,000	FY2009/10	Update fund code for better clarity, Discretionary funds changed to ARRA-TIGGER	Fund code changed for better clarity
ALA070055	AC Transit	Bike Racks for New Buses	n/a	n/a	n/a	n/a	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56
ALA050079	ACCMA	I-80 Gilman Interchange Reconfiguration	\$4,567,000	FY2012/13	\$4,567,000	FY2013/14 and FY2014/15	Split \$4,567K FY2011/12 CON Other Local fundline and move \$1M in CON Other Local funds to FY2013/14 and \$3,567K to FY2014/15 as RTP-LRP	Project has been delayed
ALA070018	ACCMA	I580 (TriValley) Corridor - WB HOV & Connectors	n/a	n/a	n/a	n/a	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56
ALA090003	ACCMA	I-580/I-680 Improvements	\$10,000,000	FY2010/11	\$10,000,000	FY2013/14 and FY2014/15	Split \$10M FY2010/11 PE Sales Tax fundline and move \$500k Sales Tax to FY2013/14 and \$9.5M to FY2014/15 as RTP-LRP	Project has been delayed
ALA090003	ACCMA	I-580/I-680 Improvements	\$10,000,000	FY2011/12	\$10,000,000	FY2013/14 and FY2014/15	Split \$10M FY2011/12 ROW Sales Tax fundline and move \$500k Sales Tax to FY2013/14 and \$9.5M to FY2014/15 as RTP-LRP	Project has been delayed
ALA090003	ACCMA	I-580/I-680 Improvements	\$10,000,000	FY2011/12	\$10,000,000	FY2013/14 and FY2014/15	Split \$10M FY2011/12 CON Other Local fundline and move \$1M Other Local funds to FY2013/14 and \$9M to FY2014/15 as RTP-LRP	Project has been delayed
ALA090005	ACCMA	I-580/I-680 Interchange HOV direct connectors	\$5,000,000	FY2011/12	\$1,000,000	FY2013/14	Reduce FY2011/12 PE Other Local funds by \$4M to \$1M and move to FY2013/14	Project has been delayed
ALA090005	ACCMA	I-580/I-680 Interchange HOV direct connectors	\$10,000,000	FY2014/15	\$14,000,000	FY2014/15	Add \$4M in FY2014/15 PE RTP-LRP funds to existing \$10M RTP-LRP funds	Project has been delayed
ALA090018	ACCMA	Truck Parking Facilities in North County (Phase I)	\$1,000,000	FY2010/11	\$0	FY2010/11	Remove \$1M in Other Local ENV funds	Project has been delayed
ALA090018	ACCMA	Truck Parking Facilities in North County (Phase I)	\$1,000,000	FY2010/11	\$2,000,000	FY2011/12	Add \$1M to PE Other Local funds and move all PE funds from FY2010/11 to FY2011/12	Project has been delayed
ALA090018	ACCMA	Truck Parking Facilities in North County (Phase I)	\$1,000,000	FY2011/12	\$1,000,000	FY2014/15	Move \$1M in FY2011/12 ROW Other Local funds to FY2014/15 as RTP-LRP	Project has been delayed
ALA090018	ACCMA	Truck Parking Facilities in North County (Phase I)	\$1,000,000	FY2012/13	\$1,000,000	FY2014/15	Move \$1M in FY2012/13 CON Other Local funds to FY2014/15 as RTP-LRP	Project has been delayed
ALA090018	ACCMA	Truck Parking Facilities in North County (Phase I)	\$1,000,000	FY2012/13	\$1,000,000	FY2014/15	Move \$1M in FY2012/13 CON Other Local funds to FY2014/15 as RTP-LRP	Project has been delayed
ALA090019	ACCMA	Corridor Mobility Program & Adaptive Ramp Metering	\$250,000	FY2009/10	\$100,000	FY2009/10	Reduce FY2009/10 PE Other Local funds from \$250k to \$100k	Cost of PE phase has been reduced
ALA090019	ACCMA	Corridor Mobility Program & Adaptive Ramp Metering	\$4,750,000	FY2010/11	\$32,166,000	FY2010/11, FY2011/12, FY2012/13 and FY2013/14	Increase FY2010/11 CON Other Local funds from \$4.75M to \$5.1M, add \$5M in CON Other Local funds to FY2011/12 and FY2012/13 and add \$17,066K in CON Other Local funds to FY2013/14	Project cost has increased
ALA090020	ACCMA	I-880 Auxiliary lanes at Industrial Parkway	\$16,090,000	FY2012/13	\$16,000,000	FY2012/13	Reduce FY2012/13 Con Other Local funds by \$90K to \$16M	Project cost has been reduced
ALA090022	Alameda County	Estuary Bridges Seismic Retrofit and Repairs	\$3,300,000	FY2010/11	\$3,300,000	FY2010/11 and FY2014/15	Split FY2010/11 CON Other Local fundline and move \$1.3M to FY2014/15 as RTP-LRP	Project has been delayed
ALA991077	Alameda County	E. 14th St/Mission Blvd Streetscape Improvements	\$12,000,000	FY2010/11	\$12,000,000	FY2010/11 and FY2014/15	Reduce FY2010/11 CON Other Local funds to \$2M and move balance of \$10M to FY2014/15 as RTP-LRP	Project has been delayed
ALA110003	BART	Hayward Shop and Yard Expansion	\$3,319,000	FY2010/11	\$0	n/a	Delete \$3,319K in FY2009/10 ENV Sales Tax funding from project	Project cost reduced

**METROPOLITAN TRANSPORTATION COMMISSION
2011 Federal Transportation Improvement Program (TIP)**

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ALA110003	BART	Hayward Shop and Yard Expansion	\$8,963,000	FY2010/11	\$5,000,000	FY2010/11	Reduce FY2010/11 PSE Sales Tax funding from \$8,963K to \$5M and move to PE phase	Project cost reduced
ALA110003	BART	Hayward Shop and Yard Expansion	\$9,844,000	FY2010/11	\$0	n/a	Delete \$9,844K in FY2010/11 PSE Discretionary funding from project	Project cost reduced
ALA110003	BART	Hayward Shop and Yard Expansion	\$40,156,000	FY2010/11	\$37,900,000	FY2010/11	Reduce FY2010/11 CON Discretionary funds from \$40,156K to \$37.9M and change fund source to Other Local	Project cost reduced and CON funding source changed
ALA090076	Caltrans	Berkeley Parking Pricing and Real-Time Guidance	n/a	n/a	n/a	n/a	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56
ALA070022	City of Alameda	Park St. Streetscape	\$168,000	FY2010/11	\$168,000	FY2011/12	Move \$168K in FY2010/11 CON Other Local to FY2011/12	Project has been delayed
ALA070022	City of Alameda	Park St. Streetscape	\$493,000	FY2010/11	\$493,000	FY2011/12	Move \$493K in FY2010/11 CON EARMARK-T3-06-STP funds to FY2011/12	Project has been delayed
ALA070022	City of Alameda	Park St. Streetscape	\$500,000	FY2010/11	\$500,000	FY2011/12	Move \$500K in FY2010/11 CON EARMARK-T3-08-STP funds to FY2011/12	Project has been delayed
ALA070022	City of Alameda	Park St. Streetscape	\$275,000	FY2010/11	\$275,000	FY2011/12	Move \$275K in FY2010/11 CON EARMARK-T3-09-TCSP funds to FY2011/12	Project has been delayed
ALA070022	City of Alameda	Park St. Streetscape	\$300,000	FY2010/11	\$300,000	FY2011/12	Move \$300K in FY2010/11 CON EARMARK-T3-10-TCSP funds to FY2011/12	Project has been delayed
ALA090017	City of Alameda	Fruitvale Avenue Rail Bridge Seismic Retrofit	\$1,400,000	FY2009/10	\$1,400,000	FY2009/10 and FY2010/11	Move \$800K in FY2009/10 PE Other Local funds to FY2010/11	Project has been delayed
ALA090017	City of Alameda	Fruitvale Avenue Rail Bridge Seismic Retrofit	\$200,000	FY2010/11	\$200,000	FY2011/12	Move \$200K in FY2010/11 ROW Other Local funds to FY2011/12	Project has been delayed
ALA090017	City of Alameda	Fruitvale Avenue Rail Bridge Seismic Retrofit	\$1,000,000	FY2011/12	\$1,000,000	FY2012/13	Move \$1M in FY2011/12 CON Other Local to FY2012/13	Project has been delayed
ALA090036	Fremont	Osgood Road Rehabilitation	n/a	n/a	n/a	n/a	Make version in 2011 TIP reflect version included in TIP Revision 2009-52	Make version in 2011 TIP reflect version included in TIP Revision 2009-56
ALA050012	Livermore	North Canyons Parkway Widening	\$5,109,000	FY2010/11	\$5,109,000	FY2011/12 and FY2014/15	Split \$5,109K FY2010/11 ROW Other Local fundline and move \$1M Other Local funds to FY2011/12 and \$4,109K to FY2014/15 as RTP LRP	Project has been delayed
ALA050012	Livermore	North Canyons Parkway Widening	\$5,000,000	FY2010/11	\$5,000,000	FY2014/15	Split \$5,109K FY2010/11 ROW Other Local fundline and move \$1M Other Local funds to FY2011/12 and \$4,109K to FY2014/15 as RTP LRP	Project has been delayed
ALA090007	Livermore	I-580/First St Interchange Improvements	\$1,500,000	FY2013/14	\$1,500,000	FY2014/15	Move \$1.5M in FY2013/14 ROW Other Local funds to FY2014/15 as RTP-LRP	Project has been delayed
ALA090007	Livermore	I-580/First St Interchange Improvements	\$2,000,000	FY2013/14	\$2,000,000	FY2014/15	Move \$2M in FY2013/14 CON Other Local funds to FY2014/15 as RTP-LRP	Project has been delayed
ALA090008	Livermore	I-580/Greenville Road Interchange Improvements	\$10,000,000	FY2011/12	\$10,000,000	FY2011/12 and FY2014/15	Split \$10M FY2011/12 ROW Other Local fundline and move \$8M to FY2014/15 as RTP-LRP	Project has been delayed
ALA090008	Livermore	I-580/Greenville Road Interchange Improvements	\$2,000,000	FY2011/12	\$2,000,000	FY2014/15	Move \$2M in FY2011/12 CON Other Local funds to FY2014/15 as RTP-LRP	Project has been delayed
ALA090012	San Leandro	I-880/Marina Blvd Interchange and Overcrossing Rep	\$2,072,000	FY2011/12	\$0	FY2011/12	Remove \$2,072K in FY2011/12 CON Other Local funds from project	Project cost has been reduced
ALA090012	San Leandro	I-880/Marina Blvd Interchange and Overcrossing Rep	\$27,928,000	FY2012/13	\$24,400,000	FY2012/13	Reduce FY2012/13 CON Other Local funds by \$3.528M to \$24.4M	Project cost has been reduced
CONTRA COSTA								
CC-050075	Danville	Crow Canyon/Camino Tassajara Intersection Improvements	n/a	n/a	n/a	n/a	Make version in 2011 TIP reflect version included in TIP Revision 2009-53	Make version in 2011 TIP reflect version included in TIP Revision 2009-56

MARIN

**METROPOLITAN TRANSPORTATION COMMISSION
2011 Federal Transportation Improvement Program (TIP)**

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TIP ID	Implementing Agency	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Explanation
MRN110002	Caltrans	Graton Rancheria Heritage Management Project	\$0	n/a	\$373,500	FY2012/13	Add \$373,500 in FY2012/13 CON Other Local funds	Add matching funds for IIP
MRN070014	Fairfax	Fairfax - Non-motorized Transp. Pilot Program	\$110,000	FY2009/10	\$110,000	FY2009/10 and FY2010/11	Split FY2009/10 CON EARMARK-T3-NMTPP fundline and move \$68K to FY2010/11	Project has been delayed
MRN050015	GGBHTD	4 Replacement Express Buses	\$1,600,000	FY2011/12	\$1,600,000	FY2013/14	Move \$1.6M in FY2011/12 CON BT-RM2-LOC funds to FY2013/14	Project has been delayed
MRN050018	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	\$0	n/a	\$1,948,000	FY2010/11	Add \$1,948K in CON EARMARK-T3-10-STP	Cost of project has increased
MRN970016	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	\$0	n/a	\$352,000	FY2010/11	Add \$352K in FY2010/11 CON Other Local funds	Add matching funds for EARMARK-T3-HPP
MRN991039	GGBHTD	Management Information System	n/a	n/a	n/a	n/a	Archive project	Project has been completed
MRN050033	Marin County	Non-motorized Transp. Pilot Program - Marin County	\$5,789,400	FY2009/10	\$5,789,400	FY2009/10 and FY2010/11	Split FY2009/10 CON EARMARK-T3-NMTPP fundline and move \$4,765,626 to FY2010/11	Project has been delayed
MRN090049	Marin County	Non-motorized Transp. Projects - Marin County	\$2,000,000	FY2009/10	\$2,000,000	FY2010/11	Move \$2M in FY2009/10 PE EARMARK-T3-NMTPP funding to FY2010/11	Project has been delayed
MRN090049	Marin County	Non-motorized Transp. Projects - Marin County	\$4,621,649	FY2009/10	\$4,621,649	FY2010/11	Move \$4,621,649 in FY2009/10 PE EARMARK-T3-NMTPP funding to FY2010/11	Project has been delayed
MRN090053	Marin County	Southern Marin Road Rehabilitation	\$108,681	FY2010/11	\$18,000	FY2010/11	Reduce FY2010/11 PE Other Local funding from \$108,681 to \$18K	Other funding source applied to phase
MRN090053	Marin County	Southern Marin Road Rehabilitation	\$0	n/a	\$133,000	FY2010/11	Add \$133K in FY2010/11 PE STP-T4-1-LSR-CO to project	Cost of PE phase increased
MRN090053	Marin County	Southern Marin Road Rehabilitation	\$839,000	FY2011/12	\$1,063,000	FY2011/12	Increase FY2011/12 CON STP-T4-1-LSR-CO from \$839K to \$1,063K	Cost of CON phase increased
MRN090053	Marin County	Southern Marin Road Rehabilitation	\$109,000	FY2011/2	\$140,000	FY2011/12	Increase FY2011/12 CON Other Local from \$109K to \$140K	Cost of CON phase increased
MRN070009	San Rafael	San Rafael - Non-motorized Transp. Pilot Program	\$1,882,163	FY2008/09	\$1,882,163	FY2008/09 and FY2010/11	Split FY2008/09 CON EARMARK-T3-NMTPP fundline and move \$740K to FY2010/11	Project has been delayed
MRN070012	Sausalito	Sausalito - Non-motorized Transp. Pilot Program	\$484,000	FY2009/10	\$484,000	FY2010/11	Move \$484K in FY2009/10 CON EARMARK-T3-NMTPP funding to FY2010/11	Project has been delayed
SAN FRANCISCO								
SF-110001	City/County of San Francisco	I-280 and Mariposa Ramp Improvements	\$5,200,000	FY2014/15	\$5,200,000	FY2011/12 and FY2014/15	Split FY2014/15 CON RTP-LRP fundline and move \$700K to FY2011/12 as Other Local	Construction Phase schedule has been moved up
SF-110002	City/County of San Francisco	UCSF at Mission Bay Transportation Improvements	\$19,520,000	FY2011/12	\$19,520,000	FY2014/15	Move \$19.52M in FY2011/12 CON Other Federal funds to FY2014/15 as RTP-LRP funds	Project has been delayed
SF-110003	City/County of San Francisco	Mission Bay Biotech Cluster East Improvements	\$24,600,000	FY2012/13	\$24,600,000	FY2014/15	Move \$24.6M in FY2012/13 CON Other Federal funds to FY2014/15 as RTP-LRP funds	Project has been delayed
SF-110004	City/County of San Francisco	Mission Bay Residential Improvements Phase II and	\$41,100,000	FY2011/12	\$41,100,000	FY2014/15	Move \$41.1M in FY2011/12 CON Other Federal funds to FY2014/15 as RTP-LRP funds	Project has been delayed
SF-010038	SF DPW	Bayview Transportation Improvements	\$3,515,000	FY2008/09	\$13,000,000	FY2009/10	Increase FY2008/09 PSE Other Local funds from \$3,515K to \$13M and move to FY2009/10	Cost of phase increased and phase delayed
SF-010038	SF DPW	Bayview Transportation Improvements	\$3,000,000	FY2010/11	\$9,000,000	FY2010/11	Increase FY2010/11 ROW Other Local funds from \$3M to \$9M	Total cost of phase decreased
SF-010038	SF DPW	Bayview Transportation Improvements	\$93,000,000	FY2012/13	\$13,000,000	FY2013/14	Reduce FY2012/13 ROW Other Local funds from \$93M to \$13M and move to CON phase	Cost of CON phase increased
SF-010038	SF DPW	Bayview Transportation Improvements	\$13,000,000	FY2012/13	\$118,515,000	FY2012/13	Increase FY2012/13 CON Other Local funds from \$13M to \$118,515K	Cost of CON phase increased

**METROPOLITAN TRANSPORTATION COMMISSION
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Attachment B: Comments/Requested Changes to Draft Project Listings

TIP ID	Implementing Agency	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Explanation
SF-090002	SF DPW	Arterial from Harney Way & Jamestown Ave. to Crisp	\$47,243,000	FY2008/09	\$16,318,000	FY2008/09	Reduce FY2008/09 PSE Other Local funds from \$47,243K to \$16,318K	Cost of PSE phase reduced
SF-090002	SF DPW	Arterial from Harney Way & Jamestown Ave. to Crisp	\$2,457,000	FY2012/13	\$31,382,000	FY2012/13	Change fund source for \$2,457K FY2012/13 CON PVT to Other Local funding and increase funds to \$31,382K	Cost of project increased
SF-090002	SF DPW	Arterial from Harney Way & Jamestown Ave. to Crisp	\$5,000,000	FY2011/12	\$5,000,000	FY2011/12	Change fund source for \$5M in FY2011/12 CON Other Local to PVT	Fund source change
SF-110006	SF DPW	Hunters Pt Shipyard & Candlestick Pt Proj Roadways	\$14,000,000	FY2009/10	\$50,000	FY2009/10	Decrease FY2009/10 PE Other Local funding from \$14M to \$50K	Cost of phase decreased
SF-110006	SF DPW	Hunters Pt Shipyard & Candlestick Pt Proj Roadways	\$170,000,000	FY2010/11	\$450,000	FY2010/11	Decrease FY2010/11 CON Other Local funding from \$170M to 450K and change fund source from Other Local to PVT	Cost of phase decreased and funding source changed
SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	\$128,952,813	Across All Years	\$200,209,895	Across All Years	Update funding to match HBP listing	Update funding to match HBP listing. The increase in funding is due to the double counting of AC Local funds that is the result of programming rules
SF-991030	SFCTA	US101 Doyle Drive Replacement	\$68,446,839	FY2010/11	\$68,446,839	FY2010/11	Split FY2010/11 CON Other Local fundline and move \$3,704,500 to FLHP-T3-PLH	Fund source change
SF-991030	SFCTA	US101 Doyle Drive Replacement	\$0	n/a	\$32,300,000	FY2010/11	Add \$32.3M in FY2010/11 ROW AC-STATE-SHOPP funds	Add Advance Construction fund source
SF-991030	SFCTA	US101 Doyle Drive Replacement	\$0	n/a	\$900,000	FY2010/11	Add \$900K in FY2010/11 CON AC-STATE-SHOPP funds	Add Advance Construction fund source
SF-991030	SFCTA	US101 Doyle Drive Replacement	\$0	n/a	\$1,200,000	FY2010/11	Add \$1.2M in FY2010/11 CON-CT AC-STATE-SHOPP funds	Add Advance Construction fund source
SF-991030	SFCTA	US101 Doyle Drive Replacement	\$0	n/a	\$1,100,000	FY2010/11	Add \$1.1M in FY2010/11 ROW-CT AC-STATE-SHOPP funds	Add Advance Construction fund source
SF-991030	SFCTA	US 101 Doyle Drive Replacement	\$46,000,000	FY2009/10	\$46,000,000	FY2009/10	Update fund code for better clarity, Discretionary funds changed to TIGER-ARRA	Fund code changed for better clarity
SF-090038	SFDPW	Point Lobos Streetscape Improvements	\$53,000	FY2010/11	\$53,000	FY2010/11	Add 11.47% toll credits to fundline, cost of phase not changed	Update project to reflect use of Toll Credits
SF-090038	SFDPW	Point Lobos Streetscape Improvements	\$0	n/a	\$100,000	FY2011/12	Add \$100K in FY2011/12 CON Other Local funds	Add Other Local funds as match for RIP-TE
SF-010020	SFMTA	Addison and Digby Traffic Circle	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-010024	SFMTA	Overhead Lines Facility Rehab/Replacement	n/a	n/a	n/a	n/a	Archive Project	Archive project as project has been completed
SF-030013	SFMTA	SFMTA: Wayside Fare Collection Equipment	\$2,200,000	FY2007/08	\$1,000,000	FY2007/08	Reduce FY2007/08 Prop 1B-PTMISEA-Rev funds from \$2.2M to \$1M	Project cost reduced
SF-050030	SFMTA	Ped. Safety & Education Program	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-050034	SFMTA	Light Rail Vehicle Overhaul Program	\$0	n/a	\$3,661,000	FY2009/10	Add \$3,661K in Prop 1B-PTMISEA-Rev funds to FY2009/10 CON phase	Cost of project increased
SF-050034	SFMTA	Light Rail Vehicle Overhaul Program	\$2,600,000	FY2010/11	\$5,900,000	FY2010/11	Increase FY2010/11 CON Prop-1B-PTMISEA-Rev fundline from \$2.6M to \$5.9M	Cost of project increased
SF-050034	SFMTA	Light Rail Vehicle Overhaul Program	\$2,600,000	FY2011/12	\$5,900,000	FY2011/12	Increase FY2011/12 CON Prop-1B-PTMISEA-Rev fundline from \$2.6M to \$5.9M	Cost of project increased
SF-050034	SFMTA	Light Rail Vehicle Overhaul Program	\$2,808,000	FY2012/13	\$6,012,000	FY2012/13	Increase FY2012/13 CON Prop-1B-PTMISEA-Rev fundline from \$2.6M to \$6,012K	Cost of project increased
SF-070004	SFMTA	Geary Bus Rapid Transit	\$650,000	FY2009/10	\$650,000	FY2009/10	Change fund source for \$650K in FY2009/10 in Other State funds to Other Local	Change in fund source
SF-070004	SFMTA	Geary Bus Rapid Transit	\$22,000,000	FY2010/11	\$6,350,000	FY2011/12	Decrease FY2010/11 PSE funding from \$22M to \$6.35M and move to FY2011/12	Cost of phase decreased and phase delayed
SF-070004	SFMTA	Geary Bus Rapid Transit	\$4,350,000	FY2013/14	\$20,000,000	FY2014/15	Increase FY2013/14 CON funding from \$4.35M to \$20M and move to FY2014/15	Cost of phase increased and phase delayed
SF-070018	SFMTA	Compound Fuel Cell Hybrid Bus for 2010	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-070033	SFMTA	Inner Sunset Traffic Calming & Transit Enhancement	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-070034	SFMTA	Tenderloin/UN Plaza/Civic Center Ped Improvements	n/a	n/a	n/a	n/a	Archive Project	Project completed

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SF-070035	SFMTA	Golden Gate Park Ped Access Improvements	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$150,000	FY2010/11	Add \$150k in Sales Tax funds to FY2010/11 PE Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$150,000	FY2011/12	Add \$150k in Sales Tax funds to FY2011/12 PE Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$150,000	FY2012/13	Add \$150k in Sales Tax funds to FY2012/13 PE Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$150,000	FY2013/14	Add \$150k in Sales Tax funds to FY2013/14 PE Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$500,000	FY2009/10	Add \$500k in TDA4 funds to FY2009/10 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$500,000	FY2010/11	\$500,000	FY2010/11	Change fund source for \$500k FY2010/11 CON from Other Local to TDA4	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$500,000	FY2011/12	Add \$500k in TDA4 funds to FY2011/12 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$500,000	FY2012/13	Add \$500k in TDA4 funds to FY2012/13 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$500,000	FY2013/14	Add \$500k in TDA4 funds to FY2012/13 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$600,000	FY2011/12	Add \$600k in Sales Tax funds to FY2010/11 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$600,000	FY2012/13	Add \$600k in Sales Tax funds to FY2012/13 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$600,000	FY2013/14	Add \$600k in Sales Tax funds to FY2013/14 CON Phase	Project cost increased
SF-070036	SFMTA	San Francisco Bicycle Route Improvements	\$0	n/a	\$600,000	FY2014/15	Add \$600k in Sales Tax funds to FY2014/15 CON Phase	Project cost increased
SF-070040	SFMTA	SF Downtown Parking Pricing	\$3,300,000	FY2009/10	\$3,300,000	FY2009/10	Carry over FY2009/10 CON OPFUNDS to FY2010/11	Add carry over year to fundline as match for CMAQ
SF-070042	SFMTA	Urban Partnership Program Evaluation	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-070045	SFMTA	SFMTA: Trolley Coach Replacement	\$0	n/a	\$20,765,000	FY2011/12	Add \$20,765K in Sales Tax funds to FY2011/12 CON phase	Cost of project increased
SF-090005	SFMTA	Palou Transit Preferential Streets Corridor	\$16,500,000	FY2014/15	\$16,500,000	FY2013/14 and FY2014/15	Split FY2014/15 CON RTP-LRP fundline and move \$3M to FY2013/14 PE phase as Other Local Funding	New Phase added, no change in overall project cost
SF-090012	SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	\$1,200,000	FY2012/13	\$1,200,000	FY2011/12 and FY2012/13	Change fund source for FY2011/12 CON XTRAN to Sales Tax fund code, split fundline, move \$500k in Sales Tax funds to FY2011/12 PE Phase, and move \$700k in Sales Tax funds to FY2012/13 PE Phase	Change in fund source, addition of PE phase, and no change in overall project cost
SF-090015	SFMTA	Transit Center in Candlestick Point	\$5,300,000	FY2012/13	\$5,300,000	FY2012/13 and FY2013/14	Split FY2012/13 CON PVT fundline, move \$1M to FY2012/13 PE phase, and move remaining balance to FY2013/14	Increase in cost of PE phase, delay in project, and no change in overall project cost
SF-090016	SFMTA	Transit Center in Hunters Point	\$17,700,000	FY2012/13	\$17,700,000	FY2012/13 and FY2013/14	Split FY2012/13 CON PVT fundline, move \$2M to FY2012/13 PE phase, and move remaining balance to FY2013/14	Increase in cost of PE phase, delay in project, and no change in overall project cost
SF-090017	SFMTA	Express/Ltd Bus Service into Hunters Point (north)	\$19,000,000	FY2015/16	\$19,000,000	FY2014/15 and FY2015/16	Split FY2015/16 CON RTP-LRP fundline and move \$3.6M to FY2014/15 PE phase	New Phase added, no change in overall project cost
SF-090018	SFMTA	Oakdale-Palou Interim High-Capacity Bus Corridor	\$1,000,000	FY2013/14	\$3,000,000	FY2013/14	Move \$1M in FY2013/14 CON XTRAN funds to FY2013/14 PE phase and increase cost of PE phase to \$3M	New Phase added, no change in overall project cost
SF-090018	SFMTA	Oakdale-Palou Interim High-Capacity Bus Corridor	\$19,000,000	FY2014/15	\$17,000,000	FY2014/15	Reduce FY2014/15 CON XTRAN funds from \$19M to \$17M	New Phase added, no change in overall project cost
SF-090021	SFMTA	Geneva-Harney BRT to Hunters Point - Geneva Portio	\$2,200,000	FY2013/14	\$2,200,000	FY2012/13 and FY2013/14	Split FY2012/13 CON Other Local fundline and move \$1M to FY2012/13 PE phase	Increase in cost of PE phase, no change in overall project cost

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SF-090023	SFMTA	Geneva-Harney BRT to Hunters Point - Harney Way Po	\$32,300,000	FY2010/11	\$32,300,000	FY2011/12	Move \$32.3M in Other Local PE funding from FY2010/11 to FY2011/12	Project has been delayed
SF-090023	SFMTA	Geneva-Harney BRT to Hunters Point - Harney Way Po	\$145,700,000	FY2012/13	\$145,700,000	FY2013/14 and FY2014/15	Split FY2012/13 CON PVT fundline and move \$5M to FY2013/14 and move \$140.7M to FY2014/15	Project has been delayed
SF-090032	SFMTA	SFMTA: TEP Capital Implementation Program	\$0	n/a	\$500,000	FY2010/11	Add \$500K in FY2010/11 PE Other Local funds	Cost of project increased
SF-090032	SFMTA	SFMTA: TEP Capital Implementation Program	\$0	n/a	\$1,000,000	FY2013/14	Add \$1M in FY2013/14 CON Other Local funds	Cost of project increased
SF-090037	SFMTA	Phelan Loop Pedestrian and Street Beautification	\$0	n/a	\$200,000	FY2011/12	Add \$200K in FY2011/12 CON Other Local funds	Add Other Local funds as match for RIP-TE
SF-970105	SFMTA	3rd St. LRT: Ph 1 & Metro E. Rail Facility	n/a	n/a	n/a	n/a	Archive Project	Project completed
SF-090036	SFRA	Arelious Walker Stairway Improvement Project	\$191,000	FY2010/11	\$191,000	FY2010/11	Add 11.47% toll credits to fundline, cost of phase not changed	Update project to reflect use of Toll Credits
SF-090036	SFRA	Arelious Walker Stairway Improvement Project	\$0	n/a	\$200,000	FY2011/12	Add \$200K in FY2011/12 CON Other Local funds	Add Other Local funds as match for RIP-TE
SF-010015	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph1	\$400,000,000	FY2009/10	\$400,000,000	FY2009/10	Update fund code for better clarity, Discretionary funds changed to Other Federal	Fund code changed for better clarity
SAN MATEO								
SM-050005	BART	BART: Preventive Maintenance	\$4,613,445	FY2010/11	\$3,150,000	FY2010/11	Decrease FY2010/11 CON Other Local funding from \$4,613,445 to \$3.15M	FY2010/11 Other Local funding should be 20% match for FY2010/11 5307 funding
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$115,000	FY2010/11	\$284,000	FY2010/11	Increase FY2010/11 ENV EARMARK-T3-HPP from \$115K to \$284K	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$0	n/a	\$71,000	FY2010/11	Add \$71K in FY2010/11 ENV Other Local funds to project	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$115,000	FY2010/11	\$285,000	FY2010/11	Increase FY2010/11 PE EARMARK-T3-HPP from \$115K to \$285K	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$0	n/a	\$71,000	FY2010/11	Add \$71K in FY2010/11 PE Other Local funds to project	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$230,000	FY2010/11	\$570,000	FY2010/11	Increase FY2010/11 PSE EARMARK-T3-HPP from \$230K to \$570K	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$0	n/a	\$143,000	FY2010/11	Add \$143K in FY2010/11 PSE Other Local funds to project	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$0	n/a	\$1,077,000	FY2010/11	Add \$1,077K in FY2010/11 ROW EARMARK-T3-HPP funds to project	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$0	n/a	\$269,000	FY2010/11	Add \$269K in FY2010/11 ROW Other Local funds to project	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$405,000	FY2011/12	\$495,000	FY2011/12	Increase FY2011/12 CON EARMARK-T3-06-STP funds from \$405K to \$495K	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$1,960,000	FY2011/12	\$4,850,000	FY2011/12	Increase FY2011/12 CON EARMARK-T3-HPP from \$1.96M to \$4.85M	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$785,000	FY2011/12	\$1,942,000	FY2011/12	Increase FY2011/12 CON EARMARK-T3-HPP from \$785K to \$1,942K	Cost of project increased
SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	\$902,000	FY2011/12	\$1,822,000	FY2011/12	Increase FY2011/12 CON Other Local from \$902K to \$1,822K	Cost of project increased
SANTA CLARA								
SCL090073	Caltrans	Stanford U Parking Pricing w/ Off-Peak Incentives	n/a	n/a	n/a	n/a	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56	Add project back to 2011 TIP, current version reflects changes made in TIP Revision 2009-56
SCL090018	Morgan Hill	Butterfield Boulevard Extension from Tennant Avenu	\$0	FY2010/11	\$0	FY2010/11	Change fund source of FY2010/11 CON STP-T4-1-LSR-CO fundline to Other Local	Fund source change
SCL110012	Santa Clara County	Santa Clara County: Pavement Rehabilitation	\$150,501	FY2010/11	\$150,000	FY2010/11	Reduce FY2010/11 PE STP-T4-1-LSR-CO from \$150,501 to \$150K	Cost of Phase decreased
SCL110012	Santa Clara County	Santa Clara County: Pavement Rehabilitation	\$1,006,499	FY2011/12	\$1,007,000	FY2011/12	Reduce FY2011/12 CON STP-T4-1-LSR-CO from \$1,006,499 to \$1,007K	Cost of Phase decreased

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SCL110012	Santa Clara County	Santa Clara County: Pavement Rehabilitation	\$2,041,000	FY2011/12	\$2,000,000	FY2011/12	Reduce FY2011/12 CON STP-T4-1-LSR-CO from \$2,041K to \$2.0M	Cost of Phase decreased
SCL110013	Santa Clara County	Santa Clara Co: Expressway Pavement Rehabilitation	\$44,265	FY2010/11	\$44,000	FY2010/11	Reduce FY2010/11 PE STP-T4-1-LSR-CO from \$44,265 to \$44K	Cost of Phase decreased
SCL110013	Santa Clara County	Santa Clara Co: Expressway Pavement Rehabilitation	\$485,735	FY2011/12	\$486,000	FY2011/12	Increase FY2011/12 CON STP-T4-1-LSR-CO from \$485,735 to \$486K	Cost of Phase Increased
SCL010019	VTA	1880 Coleman Avenue I/C Reconfiguration	\$0	n/a	\$196,000	FY2012/13	Add \$196K in FY2012/13 CON Other Local to project	Add Other Local Funds as match for EARMARK-T2-STP115 funds
SCL010040	VTA	SR152/SR156 Interchange Improvements	\$0	n/a	\$477,000	FY2012/13	Add \$477K in FY2012/13 CON Other Local to project	Add Other Local Funds as match for EARMARK-T3-HPP funds
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$429,000	FY2010/11	\$2,994,000	FY2010/11	Increase FY2010/11 ROW EARMARK-T3-HPP from \$429K to \$2,994K	EARMARK-T3-HPP funds moved from FY2011/12 CON phase to ROW FY2010/12 ROW phase
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$11,297,000	FY2011/12	\$8,732,000	FY2011/12	Decrease FY2011/12 CON EARMARK-T3-HPP from \$11,297K to \$8,732K	EARMARK-T3-HPP funds moved from FY2011/12 CON phase to ROW FY2010/12 ROW phase
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$100,000	FY2010/11	\$878,000	FY2010/11	Increase FY2010/11 ROW Other Local funds from \$100K to \$878K	Other Local ROW funds increased to cover reductions in other fund sources
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$4,350,000	FY2010/11	\$0	n/a	Remove \$4.35M in FY2010/11 ROW Prop-1B-CMIA from project	Cost of Phase Decreased
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$27,850,000	FY2011/12	\$30,975,000	FY2011/12	Increase FY2011/12 CON Prop-1B-CMIA from \$27.85M to \$30,975K	Cost of Phase Increased
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$96,145,000	FY2014/15	\$95,592,000	FY2014/15	Decrease FY2014/15 CON RTP-LRP from \$96,145K to \$95,592K	Fund source decreased as total project cost did not change
SCL070002	VTA	1880/1280/Stevens Creek Interchange Improvements	\$0	n/a	\$1,000,000	FY2010/11	Add \$1M in FY2010/11 ROW STP-T4-1-RSI funds	Amend in new fund source
SOLANO								
SOL110017	Solano County	Solano County: STP Overlay 2012	\$1,689,000	FY2011/12	\$0	FY2011/12	Reduce FY2011/12 CON STP-T4-1-LSR-CO funds from \$1,689K to \$0	Cost of CON phase reduced
SOL110017	Solano County	Solano County: STP Overlay 2012	\$219,000	FY2011/12	\$0	FY2011/12	Reduce FY2011/12 CON Other Local funds from \$219K to \$0	Cost of CON phase reduced
SOL010035	Vacaville	Vallejo Transit: AVL/Annunciator Technology	n/a	n/a	n/a	n/a	Change Project Name to Vacaville Transit: AVL/Annunciator Technology	Project name was incorrect
SOL050057	Vacaville	Jepson Parkway Gateway Enhancements	\$230,000	FY2010/11	\$230,000	FY2010/11	Add 11.47% toll credits to fundline cost of phase not changed	Update project to reflect use of toll credits
SOL070026	Vacaville	Ulatris Creek Bike Path - Ulatris to Leisure Town	\$90,000	FY2007/08	\$90,000	FY2007/08 and FY2010/11	Split FY2007/08 PE TDA fundline and move \$82k to FY2010/11	Project delayed and phase added
SOL070026	Vacaville	Ulatris Creek Bike Path - Ulatris to Leisure Town	\$810,000	FY2010/11	\$810,000	FY2010/11 and FY2011/12	Split FY2010/11 CON CMAQ-T4-1-CCI-SOL, move \$180k to FY2010/11 ROW phase and move balance to FY2011/12 CON phase	Project delayed and phase added
SOL070026	Vacaville	Ulatris Creek Bike Path - Ulatris to Leisure Town	\$105,000	FY2010/11	\$105,000	FY2010/11 and FY2011/12	Split FY2010/11 CON Other Local, move \$23k to FY2010/11 ROW phase and move balance to FY2011/12 CON phase	Project delayed and phase added
SOL090002	Vacaville	Davis Street Widening	\$30,000	FY2010/11	\$130,000	FY2009/10	Add \$100k to FY2010/11 PE Other Local funds and move total to FY2009/10	Scheduled use of funds moved up
SOL090002	Vacaville	Davis Street Widening	\$100,000	FY2011/12	\$0	n/a	Reduce FY2011/12 ROW Other Local funds to \$0	Phase removed
SOL090002	Vacaville	Davis Street Widening	\$1,300,000	FY2014/15	\$1,230,000	FY2010/11	Reduce FY2014/15 CON Other Local funds from \$1.3M to \$1.23M and move to FY2010/11	Cost of project decreased and scheduled use of funds moved up
SOL110009	Vacaville	Vacaville Intermodal Station - Phase 2	\$975,000	FY2009/10 and FY2008/09	\$975,000	FY2009/10 and FY2008/09	Set Carryover Year for 5309 PE funds to FY2010/11	Phase delayed
SOL110009	Vacaville	Vacaville Intermodal Station - Phase 2	\$975,000	FY2011/12	\$975,000	FY2010/11	Move \$975k in FY2011/12 PE CMAQ-T4-1-CCI-SOL funds to FY2010/11	Scheduled use of funds moved up
SOL110009	Vacaville	Vacaville Intermodal Station - Phase 2	\$127,000	FY2011/12	\$0	n/a	Remove \$127k in FY2011/12 CON Other Local funds	Cost of project decreased

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SOL110009	Vacaville	Vacaville Intermodal Station - Phase 2	\$8,072,000	FY2014/15	\$7,923,000	FY2014/15	Reduce FY2014/15 CON RTP-LRP funds from \$8,072K to \$7,923K	Cost of project decreased
SONOMA								
SON110002	Caltrans	Watershed Awareness Signs	\$23,000	FY2010/11	\$23,000	FY2010/11	Add 11.47% toll credits to fundline, cost of phase not changed	Update project to reflect use of toll credits
SON110002	Caltrans	Watershed Awareness Signs	\$5,000	FY2010/11	\$5,000	FY2010/11	Add 11.47% toll credits to fundline, cost of phase not changed	Update project to reflect use of toll credits
SON110002	Caltrans	Watershed Awareness Signs	\$0	n/a	\$17,250	FY2011/12	Add \$17,250 in FY2011/12 CON Other Local funds	Add matching local funds for IIP funds
SON110002	Caltrans	Watershed Awareness Signs	\$0	n/a	\$4,000	FY2011/12	Add \$4,000 in FY2011/12 CON-CT Other Local funds	Add matching local funds for IIP funds
SON070013	NBFS	Ferry Service to Port Sonoma	\$3,862,000	FY2011/12	\$3,862,000	FY2011/12	Update fund source for \$3,862K in FY2011/12 PE Other Local funds to Private	Change in fund source to provide clarity
Regionwide								
MTC050006	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	\$52,452,000	Across All Years	\$214,962,000	Across All Years	Update SHOPP Listings on the basis of information from Caltrans	Update SHOPP Listings on the basis of information from Caltrans
MTC050009	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$128,410,000	Across All Years	\$181,494,000	Across All Years	Update SHOPP Listings on the basis of information from Caltrans	Update SHOPP Listings on the basis of information from Caltrans
MTC050011	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	\$227,532,000	Across All Years	\$284,829,001	Across All Years	Update SHOPP Listings on the basis of information from Caltrans	Update SHOPP Listings on the basis of information from Caltrans
REG070001	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	\$161,706,000	Across All Years	\$167,438,001	Across All Years	Update SHOPP Listings on the basis of information from Caltrans	Update SHOPP Listings on the basis of information from Caltrans
REG070008	Caltrans	GL: Safety Imprv - High Risk Rural Roads (HR3)	\$11,844,750	Across All Years	\$11,844,750	Across All Years	Update Group Listing on basis of sponsors' requests	Update Group Listing on basis of sponsors' requests
VAR991005	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	\$348,342,000	Across All Years	\$357,096,000	Across All Years	Update SHOPP Listings on the basis of information from Caltrans	Update SHOPP Listings on the basis of information from Caltrans
REG090071	Various	GL Safety Imps Grouped List - County SRTS Program	\$16,950,000	Across All Years	\$16,944,000	Across All Years	Update Group Listing on basis of sponsors' requests	Update Group Listing on basis of sponsors' requests
REG110002	Various	GL: Pvmnt Resurfacing/Rehab - Local Roads System	\$40,907,128	FY2010/11	\$32,953,128	FY2010/11	Decrease FY2010/11 CON STP-TR-1-LSR-CO funds from \$40,907,128 to \$32,953,128	Cost of project decreased
REG110002	Various	GL: Pvmnt Resurfacing/Rehab - Local Roads System	\$7,036,139	FY2010/11	\$14,835,322	FY2010/11	Increase FY2010/11 CON Other Local funds from \$7,036,139 to \$14,835,322	Cost of project decreased
REG110002	Various	GL: Pvmnt Resurfacing/Rehab - Local Roads System	\$27,168,872	FY2011/12	\$21,380,872	FY2011/12	Decrease FY2011/12 CON STP-TR-1-LSR-CO funds from \$27,168,872 to \$21,380,872	Cost of project decreased
REG110002	Various	GL: Pvmnt Resurfacing/Rehab - Local Roads System	\$17,877,961	FY2010/11	\$14,835,322	FY2010/11	Decrease FY2010/11 CON Other Local funds from \$17,877,961 to \$14,835,322	Cost of project decreased
REG110002	Various	GL: Pvmnt Resurfacing/Rehab - Local Roads System	n/a	n/a	n/a	n/a	Projects ALA110006, NAP110005, SCL1100014, SCL1100015, SF-110007, SF-110008, and SF-110009 split out of Grouped Listing	Projects split from Grouped Listing for tracking purposes
REG110002	Various	GL: Pvmnt Resurfacing/Rehab - Local Roads System	\$94,872,100	Across All Years	\$84,004,644	Across All Years	Update Group Listing on basis of sponsors' requests	Update Group Listing on basis of sponsors' requests
REG110003	Various	GL: Regional Bike/Ped Projects	\$9,250,000	FY2010/11	\$6,260,000	FY2010/11	Decrease FY2010/11 CON CMAQ-T4-A-RBP-CO funds from \$9.25M to \$6.26M	Cost of project decreased
REG110003	Various	GL: Regional Bike/Ped Projects	\$9,200,877	FY2010/11	\$4,440,630	FY2010/11	Decrease FY2010/11 CON Other Local funds from \$9,200,877 to \$4,440,630	Cost of project decreased
REG110003	Various	GL: Regional Bike/Ped Projects	\$6,591,000	FY2011/12	\$8,570,000	FY2011/12	Increase FY2011/12 CON CMAQ-T4-1-RBP-CO from \$6,591,000 to \$8,570,000	Cost of project decreased
REG110003	Various	GL: Regional Bike/Ped Projects	\$3,038,000	FY2011/12	\$4,702,737	FY2011/12	Increase FY2011/12 CON Other Local funds from \$3,038,000 to \$4,702,737	Cost of project decreased
REG110003	Various	GL: Regional Bike/Ped Projects	\$5,379,000	FY2013/14	\$0	n/a	Delete \$5,379K in FY2013/14 CON Other Local funds from project	Cost of project decreased
REG110003	Various	GL: Regional Bike/Ped Projects	\$33,458,877	Across All Years	\$23,973,367	Across All Years	Update Group Listing on basis of sponsors' requests	Update Group Listing on basis of sponsors' requests
REG110005	Various	GL: Transportation Enhancements - County TLC	\$5,041,827	FY2010/11	\$6,219,600	FY2010/11	Increase FY2010/11 CON CMAQ-T4-1-TLC-CO funds from \$5,041,827 to \$6,219,600	Cost of project decreased

**METROPOLITAN TRANSPORTATION COMMISSION
2011 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

TIP ID	Implementing Agency	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Explanation
REG110005	Various	GL: Transportation Enhancements - County TLC	\$12,609,493	FY2011/12	\$3,239,008	FY2011/12	Decrease FY2011/12 CON Other Local funds from \$12,609,493 to \$3,239,008	Cost of project decreased
REG110005	Various	GL: Transportation Enhancements - County TLC	\$14,640,173	FY2011/12	\$9,342,858	FY2011/12	Decrease FY2010/11 CON CMAQ-T4-1-TLC-CO funds from \$14,640,173 to \$9,342,858	Cost of project decreased
REG110005	Various	GL: Transportation Enhancements - County TLC	\$10,816,361	FY2010/11	\$13,089,761	FY2010/11	Increase FY2011/12 CON Other Local funds from \$10,816,361 to \$13,089,761	Cost of project decreased
REG110005	Various	GL: Transportation Enhancements - County TLC	\$0	n/a	\$318,000	FY2010/11	Add \$318K in FY2010/11 CON STP-T4-1-TLC-CO-PL-CMA funds	Cost of project decreased
REG110005	Various	GL: Transportation Enhancements - County TLC	\$0	n/a	\$42,000	FY2010/11	Add \$42K in FY2010/11 CON Other Local funds	Cost of project decreased
REG110005	Various	GL: Transportation Enhancements - County TLC	\$43,107,854	Across All Years	\$32,251,227	Across All Years	Update Group Listing on basis of sponsors' requests	Update Group Listing on basis of sponsors' requests

C:\Temp\XPgrwise\2011 Draft TIP Project Changes 10-05-10.xls\2011 TIP Project Change

Date: October 27, 2010
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3975

This resolution adopts the 2011 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions is contained in the Programming and Allocations Committee summary sheet dated October 13, 2010.

Date: October 27, 2010
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2011 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3975

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

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

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

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

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

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

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

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3975, and MTC Resolution 3606 Revised; and

WHEREAS, MTC has found that the 2011 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629)

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by U.S. EPA; now, therefore be it

RESOLVED, that MTC adopts the 2011 TIP, attached hereto as Attachment 'A' and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2011 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District, , the California Department of Transportation (Caltrans), and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2011 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2011 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2011 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the Expedited Project Selection Procedures (EPSP) developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 3975, and MTC Resolution 3606 Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2011 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

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

RESOLVED, that MTC's review of projects contained in the TIP were accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) ; and, be it further

RESOLVED, that the projects and programs included in the 2011 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds that the 2011 TIP conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard (MTC Resolution 3976); and, be it further

RESOLVED, that revisions to the 2011 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 3975, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 27, 2010.

Date: October 27, 2010
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3975
Page 1 of 1

2011 Transportation Improvement Program

The 2011 Transportation Improvement Program for the San Francisco Bay Area, adopted October 27, 2010, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2011 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2011 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: October 27, 2010
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 3975
Page 1 of 1

Revisions to the 2011 TIP

Revisions to the 2011 Transportation Improvement Program (TIP) will be included as they are approved.

Date: October 27, 2010
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 3976

This resolution finds that the Transportation 2035 Plan and 2011 Transportation Improvement Program is in conformance with the State Implementation Plan (SIP) to achieve National Ambient Air Quality Standards.

Further information is contained in the Programming & Allocations Committee summary sheet dated October 13, 2010.

Date: October 27, 2010
W.I.: 1412
Referred by: PAC

RE: Approval of the Transportation-Air Quality Conformity of the Transportation 2035 Plan and 2011 Transportation Improvement Program to the State Implementation Plan for Achieving and Maintaining National Ambient Air Quality Standards

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3976

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

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

WHEREAS, the current Regional Transportation Plan (RTP) is the Transportation 2035 Plan, adopted by the Commission on April 22, 2009 (MTC Resolution No. 3893); and

WHEREAS, MTC staff has prepared the 2011 Transportation Improvement Program (TIP), which has been presented to the Commission for its approval under separate action (MTC Resolution 3975); and

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

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by U.S. EPA;

WHEREAS, MTC staff has prepared a transportation air quality conformity analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program in accordance with the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

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

WHEREAS, the conformity analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 3757, and as a result of the extension of the comment period for the 2011 TIP, an additional 26-day public comment was added, totaling a comment period of 56 days; now, therefore be it

RESOLVED, that MTC finds that the Transportation 2035 Plan and 2011 Transportation Improvement Program:

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

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

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2011 TIP to US DOT and other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 2010.

Date: October 27, 2010
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 3976
Page 1 of 1

**Transportation Air Quality Conformity Analysis
for the Transportation 2035 Plan and 2011 Transportation Improvement Program**

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