

Date: October 27, 2010
W.I.: 1512
Referred by: PAC
Revised: 12/15/10-C 03/23/11-C
05/25/11-C 06/22/11-C

ABSTRACT

Resolution No. 3975, Revised

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

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheets dated October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011 and June 8, 2011.

This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2011 TIP'.

2011 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
11-01	Admin. Modification	198	\$13,459,348	01/04/2011	01/06/2011
11-02	Admin. Modification	35	\$981,383	02/17/2011	02/18/2011
11-03	Amendment	47	\$38,046,007	12/15/2010	12/30/2010
11-04	Admin. Modification	22	\$1,673,655	05/02/2011	05/02/2011
11-05	Amendment	127	\$218,866,417	03/23/2011	03/30/2011
11-06	Amendment	42	\$88,510,134	05/25/2011	Pending
11-07	Amendment	39	\$2,628,538	Pending	Pending
Total Funding Change		510	\$364,165,482		

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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 (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 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

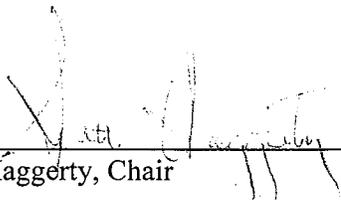
RESOLVED, that MTC finds that the 2011 TIP conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the interim emissions test for 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/or a Deputy Director has 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.

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Attachment B
Resolution No. 3975
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Revisions to the 2011 TIP

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

Revision 11-01 is an administrative modification that revises 198 projects with a net decrease in funding of \$13.5 million. Among other changes, this revision:

- Splits five STP /CMAQ funded grouped listings: County Safe Routes to School (SRTS) Program (REG090071), Transportation Enhancements – Regional Transportation for Livable Communities (TLC) (REG090073), Pavement Resurfacing/Rehab - Local Roads System (REG110002), Regional Bike/Ped Projects (REG110003), and Transportation Enhancements – County TLC (REG110005) into 117 individual projects to allow for better tracking of the projects and reconciles project costs to actual funding in the case of existing projects; the grouped listing for County SRTS Program (REG090071) continues to be active in the TIP; all other grouped listings listed above are being archived;
- Reconciles ARRA funding on 25 projects to match final obligation amounts; and
- Updates 29 projects to reflect Caltrans' use of toll credits for all RIP-TE funds in FY2011.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on January 4, 2011 and final Caltrans approval was received on January 6, 2011.

Revision 11-02 is an administrative modification that revises 35 projects with a net increase in funding of \$981,383. Among other changes, this revision:

- Updates the funding plan of the Non-motorized Transp. Projects – Marin County project (MRN090049) to add approx. \$1 million in NMTTPP funds in FY2011;
- Updates the Caltrans managed Grouped Listing for Collision Reduction (MTC050011) to update the back-up list and add \$610,999; and
- Updates the STP /CMAQ funded grouped listing for the County Safe Routes to School (SRTS) Program (REG090071) to update the back-up list and reduce the cost by \$622,000.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on February 17, 2011 and final Caltrans approval was received on February 18, 2011.

Revision 11-03 is an amendment referred by the Programming and Allocations Committee on December 8, 2010 and approved by the MTC Commission on December 15, 2010. Amendment 11-03 makes revisions to 47 projects with a net increase in funding of \$38 million. Among other changes, the revision:

- Amends in 17 new exempt Climate Initiative Program projects into the TIP – 13 of which fall under the Innovative Grants Category and 4 under the Safe Route to Schools Creative Grants Category. It also removes 5 Climate Initiative Program projects from the TIP based on finalization of the program;
- Amends in five new exempt projects funded with FTA State of Good Repair Funds of approximately \$16.9 million. Additionally, it updates the funding plan of two projects to add State of Good Repair Funds of \$36.9 million: SFMTA: Islais Creek Motor Coach Facility (SF990004) and NCTPA: Replace Rolling Stock (NAP090005);
- Amends the funding plan of AC Transit's Zero Emission Bus Advanced Demonstration project (ALA070046) to add in \$6 million in TIGGER II funding and \$2 million in matching funds;
- Amends in two new exempt projects funded with TIGER II funds of approximately \$3.3 million: Iron Horse Trail, Tri-Valley Transit Connector (ALA110011) and Grand Boulevard Initiative: Removing Barriers to Livable Communities (SM-110006);
- Updates the funding plan of the US 101 Doyle Drive Replacement project (SF-991030) to reflect changes made as part of Revision 2009-59 and to reconcile federal funding to match final obligations.

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. Caltrans approval was received on December 29, 2010 and final federal approval was received on December 30, 2010.

Revision 11-04 is an administrative modification that revises 22 projects with a net increase in funding of \$1.67 million. Among other changes, this revision:

- Updates the funding plan of Almaden Expressway Improvements project (SCL070005) to add \$2.6 million in FY2010-11 CON Earmark-T3-HPP funds with 20% toll credit match and reduce FY2007-08 CON Other Local funds by \$1.2 million;
- Transfers \$250,000 in Non-motorized Transportation Pilot Program (NMTPP) funds from Marin County's NMTPP (MRN050033) to the City of Novato's NMTPP (MRN070011) and;
- Updates the funding plan of 14 projects to reprogram funds between phases, fund sources and years, with minor changes to project cost in ten cases. The significant cost change was the reduction of the total cost of the Regional Bicycle Sharing Pilot project (REG110010) by \$431,350.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on May 2, 2011 and final Caltrans approval was received on May 2, 2011.

Revision 11-05 is an amendment referred by the Programming and Allocations Committee on March 9, 2011 and approved by the MTC Commission on March 23, 2011. Amendment 11-05 makes revisions to 127 projects with a net increase in funding of \$218.9 million. Among other changes, the revision:

- Amends in five new exempt projects into the TIP for approximately \$3.9 million– that were originally listed under the County Safe Routes to School (SRTS) Grouped Listing REG090071. The grouped listing is being deleted as part of this amendment;
- Amend in a new exempt project funded with TIGER II funds of approximately \$2 million: Oakland Army Base Infrastructure Master Plan (ALA110046);
- Update the name, scope and the cost of Iron Horse Trail, Tri-Valley Transit Connector to East Bay Green Transportation Initiative (ALA110011) and add in \$7.9 million in TIGER II funds and \$7 million in Other Local funds;
- Updates the back-up lists and increases the costs for the following Caltrans managed Grouped Listings:
 - SHOPP - Roadway Preservation (MTC050009) by \$82.8 million
 - SHOPP - Collision Reduction (MTC050011) by \$73.9 million
 - SHOPP - Emergency Response (REG070001) by \$15.8 million
 - SHOPP - Mandates (VAR991003) by \$22.9 million
 - SHOPP - Bridge Rehab and Reconstruction (VAR991005) by \$29.4 million
 - Highway Bridge Program for Local Bridges (VAR991007) by \$159.8 million
- Deletes four duplicate projects from the TIP: Port of Oakland 7th Street Grade Separation (ALA070023 - \$180.2 million); City of Napa - Freeway Drive/Golden Gate CIR Project. (NAP090015 - \$793,000); Freeway Drive/Golden Gate Drive Pavement Rehab (NAP11005 - \$793,000) and Sunnyvale Ave/Old San Francisco Rd Intersection (SCL110011 - \$835, 000).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. Caltrans approval was received on March 25, 2011 and final federal approval was received on March 30, 2011.

Revision 11-06 is an amendment referred by the Programming and Allocations Committee on May 11, 2011 and approved by the MTC Commission on May 25, 2011, with final approval by FHWA/FTA expected in June 2011. Amendment 11-06 makes revisions to 42 projects with a net decrease in funding of \$88.5 million. Among other changes, the revision:

- Amends in five new exempt projects:

- Two projects Kirker Pass Road Overlay [CC-110044] and Napa County Road Rehabilitation -Various Streets funded with \$2.7 million in STP funds [NAP110019]);
- SR92/El Camino Real (SR82) Ramp Modifications Project (SM-110047) funded with \$2.8 million in federal earmark funding and Lake Merritt Improvement Project [ALA110072] funded with \$827,900 in federal earmark funding; and
- San Jose Walk N Roll – Safe Access [SCL110057] project funded with \$568,000 in CMAQ funding.
- Updates the back-up lists and revises the costs for the following Caltrans managed Grouped Listings:
 - Highway Bridge Program for Local Bridges (VAR991007) is reduced by \$241.5 million. The revision also splits out 18 projects totaling \$93.9 million from the Highway Bridge Program Grouped Listing and archives them as the funds have been obligated and the projects delivered;
 - Safety Improvements – Highway Safety Improvement Program (REG070009) is increased by \$22.3 million;
 - SHOPP – Emergency Response (REG070001) is increased by \$12.4 million; and
 - Railroad/Highway Crossings (VAR991009) is increased by \$2.3 million;
- Updates the funding plan for the I-80 Integrated Corridor Mobility Project (ALA070041) to add \$8.1 million in Other Local funds and reprogram \$76.7 million in Proposition 1B funds from prior years to FY2011 (\$31.4 million) and FY2012 (\$45.3 million).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 11-07 is an amendment scheduled for referral by the Programming and Allocations Committee on June 8, 2011 and scheduled for approval by the MTC Commission on June 22, 2011, with final approval by FHWA/FTA expected in July 2011. Amendment 11-07 makes revisions to 39 projects with a net increase in funding of \$2.6 million. Among other changes, the revision:

- Transfers \$7.3 million in FY2010-11 FTA 5307 funds and \$1.8 million in local matching funds from the BART Car Exchange (Preventive Maintenance) (REG050020) to BART's Railcar Replacement Program (REG090037);
- Updates the funding plans of three projects:
 - Transfers \$17.5 million in FY 2008-09 CMAQ funding from the AC Transit's Enhanced Bus – Telegraph/ International/ East 14th project (ALA050017) to the SF Muni Third Street LRT Phase 2 – New Central Subway project (SF-010037);
 - Reduces the FY 2010-11 Proposition 1B – PTMISEA funds on the SF Muni Third St. LRT Phase 2 – New Central Subway project (SF-010037) by \$17.5 million; and
 - Adds \$14.5 million in FTA 5307 funds and \$3.6 million in local matching funds to AC Transit's Preventive Maintenance Program (ALA991070);

- Updates the funding plan for WETA's Central Bay Operations and Maintenance Facility (ALA110001) to reflect the transfer of \$2.5 million in FTA 5309 funds from the Ferry Service – Berkeley/Albany project (MTC050027) and increase the total cost of the facility project by \$6.6 million;
- Reduces the FY2010-11 FTA 5307 funds on SFMTA: Motor coach replacement- 45 NABI buses (SF-090043) by \$16 million and transfers the remaining \$4 million in FTA 5307 funds to SF Muni Rail Replacement Program. Part B (SF-95037B); and
- Increases the amount of FTA 5309 Fixed Guideway funds on two projects by \$3.3 million each (VTA: Rail Substation Rehab/Replacement [SCL050049] and TP OCS Rehab & Replacement [SCL090044]).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.