



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) INFORMATION PACKET & TCP WORKSHOP

THE OCTOBER TFWG WILL BE A TCP WORKSHOP.
OTHER ITEMS ARE ATTACHED FOR INFORMATION ONLY

WEDNESDAY, OCTOBER 3, 2012, 10:00 A.M. – 11:00 A.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Information Items (Memos only, no presentations)

1. September 5, 2012 Minutes*
2. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)*
3. TIP Update*
4. Quantitative PM Hot-Spot Analysis Requirements*

TCP Workshop

1. FY13 – FY14 TCP Call for Projects** (*Glen Tepke*) 1 hour
Review of, and opportunity for Q&A about, proposed TCP policy and call for projects for FY13 and FY14

Next Transit Finance Working Group Meeting:

Wednesday, November 7, 2012
10:00 a.m. – 12:00 p.m.
Fishbowl Conference Room, MTC Metro Center

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

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

TRANSIT FINANCE WORKING GROUP (TFWG)

MEETING MINUTES – SEPTEMBER 5, 2012

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1. Introductions

Rob Thompson, (WestCAT) requested introductions from the attendees.

2. Approval of August 1, 2012 Minutes

The minutes for August 1, 2012 were approved.

3. Legislative Update

Rebecca Long (MTC) reported

AB 1706 – The bill which extends the time frame for when rigorous bus axle weight limits will be in effect is currently on the Governor's desk.

AB 492 – The bill which expands civil penalty provisions for fare evasion is on the Governor's desk. Revenues will go to the county not transit.

Cap and Trade – Rumors that the Governor may veto in order to retain flexibility with revenues.

CEQA Reform – The environmental community is persuading not to rush it, but there is interest in both parties to expedite the CEQA process.

Map 21 – Caltrans is putting together a working group and is interested in hearing ideas on transit. If any TFWG members have any ideas contact Rebecca Long who is on the working group with Caltrans.

4. FY 13 - FY 14 TCP Policy Update

Glen Tepke (MTC) provided a draft of the proposed TCP policy resolution that respond to comments made by TFWG at the June and August TFWG meetings. A call for projects will be issued in September for project proposals for FY13 and FY14.

A working group member inquired about flex funding opportunities. Glen stated that staff's proposal was not to program flexible set aside because of upcoming high scoring needs. However, there are still some opportunities for flexibility.

5. Fiscal Year 2012-13 Fund Estimate Revisions

Adam Noelting (MTC) reported on updated revenue figures for the FY 2012 – FY 2013 Fund Estimate.

6. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)

Amy Burch (MTC) reminded the working group that if they do not use the funds within six months of allocation, Caltrans has the right to take back the funds or no requests from that operator would go through until the previous funds are used. Amy also reported on upcoming Prop 1B deadlines:

- Due to Caltrans by August 15, 2012: Semi-annual reports for PTMISEA projects
- Due to Caltrans October 5, 2012: Allocation requests for new FY 10-11 PTMISEA Projects.
- Due to CalEMA October 31, 2012: Performance reports for all open projects.

George Fink stated that CalEMA is still allocating to rail, but they can't claim it directly. They are currently working with SJCOG.

WETA reported that they still have not received FY11 funds, but others have received theirs. There are rumors that funds are received based on previous performance. However, since they have not received their funds yet it is affecting the project's progress.

7. 2013 TIP Development

Sri Srinivasan (MTC) reported that MTC staff is recommending deferral of the 2013 TIP adoption to achieve better alignment with the Plan Bay Area development schedule. Staff is proposing to amend the current TIP to include funding in the outer years of the 2011 TIP (FY 2012-13 and FY 2013-14) for projects requiring near-term federal action. In order to meet the October 1 deadline, please have your revisions to the 2011 TIP to Sri or Adam Crenshaw by September 10.

TRANSIT FINANCE WORKING GROUP (TFWG)

MEETING MINUTES – SEPTEMBER 5, 2012

Page 2 of 2

8a. FHWA Earmarks Reprogramming

Craig Goldblatt (MTC) reported that USDOT is making available \$473 million in unspent highway earmarks. There are 11 projects in the Bay Area region. The state has until October 1 to decide how to deal with the released funds and Caltrans is looking to MPOs to work with the operators. Caltrans has already contacted the sponsors listed. If there are any project updates or proposed replacement projects sponsors are asked to work with Sri Srinivasan on TIP revisions.

8b. FTA Title VI Circular

Glen Tepke (MTC) shared a link from FTA on information for grantees on DOT's newly-released Title VI regulations.

8c. FTA Transit in Parks NOFA

Glen Tepke (MTC) provided information on what might be the last NOFA for a while from FTA on transit in federal park lands.

8d. FTA Grants Status

Glen Tepke (MTC) provided MTC's internal tracking sheet for FTA grants. At this point it's too late to submit a grant before TEAM closes at the end of September.

Santa Rosa stated that grant CA-95-X209 should be CMAQ not STP.

There has been no word on the announcement of the Clean Fuels program, but there is a rumor that it may be announced in late September.

9. Recommended Future Agenda Items

- Glen Tepke (MTC) proposes holding a workshop in Fall 2012 apart from TFWG on Transit Asset Management (TAM). The purpose would be to compare notes on different approaches to State of Good Repair program, TAM pilot project program and the new TAM reporting conditions for Map 21.

Next Transit Finance Working Group Meeting:

October 3, 2012

10:00 AM – 12:00 PM

MTC, 1st Floor, Room 171

101-8th St, Oakland 94607



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Memorandum

TO: Transit Finance Working Group

DATE: October 3, 2012

FR: Amy Burch

RE: Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)

Information that staff have updated since the September TFWG meeting is in italics.

Recent and Upcoming Deadlines

- Due to Caltrans October 5, 2012: Allocation requests for new FY2010-11 PTMISEA projects. Note that project sponsors may submit allocation requests to Caltrans before October 5th, and Bay Area agencies have nearly \$50 million in unrequested revenue-based PTMISEA funds. Please use the allocation request form available on Caltrans' website and updated as of July 25, 2012 (website listed below in contact info).
- Due to CalEMA October 31, 2012: Performance reports for all open projects.

CTSGP – Program Status

FY 2012 and 2013: In January, MTC programmed approximately \$5.5 million in FY2011-12 population-based Transit Security funds. *CalEMA plans to release draft guidance for FY2012-13 in November and Investment Justifications will be due in January.*

FY 2010 and 2011: \$60 million appropriated each year for the Transit Security program. FY2011 funds are available to request until June 2012. In February 2011, the Commission approved about \$5.4 million in FY2011 population-based funds for the Transit Security program.

FY 2008 and 2009: Requests from these fiscal years have been paid. Please submit close out reports for any completed projects as soon as possible.

PTMISEA – Program Status

FY 2011: \$1.5 billion appropriated statewide and available to allocate until June 2013. FY2011 appropriations represent three years of funding. Because of this, there is no planned allocation of PTMISEA funds for FY2012 or FY2013. MTC staff submitted \$76 million in FY2011 population-based requests to Caltrans in March 2011. MTC staff submitted requests for approximately \$46.5 million in FY2011 funds in the Lifeline category in May and June 2012.

Approximately \$123.7 million of the Bay Area's FY2011 PTMISEA requests have been paid to date. There may be another bond sale in the fall of this year. The CTC is authorizing allocations of Proposition 1B funds prior to bond sales this fall; however the funds are going to CTC-

administered 1B programs. Caltrans anticipates that allocations for PTMISEA will be released after a fall bond sale.

FY 2008, 2009 and 2010: The State paid the region's remaining FY2008 and 2009 requests in March 2011. Attachment 1 is a funding summary of PTMISEA allocations.

PTMISEA and CTSGP Contact Information

- PTMISEA – Stefanie Acton 916. 654.8172 stefanie_acton@dot.ca.gov
- CTSGP – Amber Lane 916.845.8030 amber.lane@calema.ca.gov
- PTMISEA website: <http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>
- CTSGP website: <http://www.homeland.ca.gov/transitsystemsafety.html>
- MTC – Amy Burch 510.817.5735 aburch@mtc.ca.gov
- MTC – Kenneth Folan 510.817.5804 kfolan@mtc.ca.gov

DRAFT - POPULATION-BASED PROPOSITION 1B - PTMISEA

Investment Category	Original MTC Estimated Prop 1B Total (FY 08 - 17)	Total Remaining (FY 10-17) from SCO *3*	FY 2007-08			FY 2008-09			FY 2009-10			FY 2010-11				
			FY 2007-08 Appropriated	Actual Allocations (Paid)	CARRYOVER Unallocated FY 2007-08	A	B	C=A+B	D	FY 2009-10 Appropriated	FY 2009-10 Total Available - Including Adjustment for Urban Core Payback to Lifeline	Actual Allocations (Paid)	E	FY 2010-11 Appropriated	FY 2010-11 Requests Pending Caltrans Approval and Future Bond Sale	Remaining to Allocate FY 2010-11
Lifeline Transportation Program																
Alameda	30,688,000	22,434,096	1,734,416	5,098,588						2,884,930	2,884,930	2,884,930				
Contra Costa	14,000,000	10,234,533	791,248		212,018	1,804,823	2,016,841	2,016,841		1,316,118	1,316,118	1,316,118				
Marin	3,024,000	2,210,659	170,910		45,796	389,842	435,638	435,638		284,281	284,281	284,281				
Napa	1,904,000	1,391,896	107,610		28,834	245,456	274,290	274,290		178,992	178,992	178,992				
San Francisco *1*	16,912,000	13,434,055	955,828		256,123	2,180,226	2,436,349	1,365,610	1,589,870	2,660,604	1,768,870					
San Mateo	7,952,000	5,958,781	449,429		120,426	1,025,140	1,145,566	1,000,000		747,555	893,121	893,120				
Santa Clara	24,304,000	18,958,018	1,373,607		368,063	3,133,173	3,501,236	2,310,367	2,284,781	3,475,650	3,475,650					
Solano	6,160,000	4,503,194	348,149		93,288	794,122	887,410	887,410		579,092	579,092	579,092				
Sonoma	7,056,000	5,158,205	398,789		106,857	909,631	1,016,488	1,016,488		663,323	663,323	663,323				
MTC - Regional Projects *2*			12,278,000	12,278,000												
Subtotal - Lifeline Program	112,000,000	84,283,437	18,607,987	17,376,588	1,231,399	10,482,413	11,713,818	9,306,644	10,528,942	12,936,111	12,044,376					

See Resolution 4033 Distribution below for FY2010-11 Appropriations

1 In FY 2008-09, MTC approved San Francisco Lifeline projects totaling \$2,436,344. However, Caltrans only approved \$212,000 for work scheduled within 6 months. SF to reapply when contract award within 6 months of funding.
 2 MTC Regional Projects funded with 1B to free up STA funds for Lifeline.
 3 Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.

Lifeline Transportation Program - Distribution per Resolution 4033 commencing with FY 2010-11 Appropriations

AC Transit													8,403,487	8,403,487		
BART													8,173,010	8,173,010		
CCCTA													484,534	484,534		
Golden Gate Transit/Marin Transit													1,477,729	1,477,729		
LAVTA													240,910	240,910		
SFMTA													11,723,430	11,723,430		
SamTrans													2,272,697	2,272,697		
ECCTA													327,019	327,019		
NCTPA													597,647	597,647		
VTA													9,186,049	9,186,049		
WestCat													147,335	147,335		
Solano County Operators													1,547,328	1,547,328		
Sonoma County Operators													1,938,791	1,938,791		
Subtotal - Lifeline Program													46,519,967	46,519,967		

Urban Core Transit Improvements

BART Seismic	24,000,000			24,000,000												
San Francisco Muni Central Subway	100,000,000	82,882,935				15,000,000		16,070,728		(1,070,734)	8,554,268		54,667,911			
Santa Clara VTA Line 522/523 BRT	45,000,000	34,802,176		9,726,977									10,000,000		10,000,000	
BART to Warm Springs	17,000,000	15,485,685						1,336,440		(1,336,440)	8,338,275		6,987,098		6,987,098	
East Contra Costa BART Extension	17,000,000	12,822,752				3,999,373		3,999,373					12,662,433		12,662,433	
Subtotal - Urban Core	203,000,000	145,993,548	33,726,977	33,726,977		18,999,373		21,406,541	19,083,710	16,676,541	16,892,543	84,317,442	84,317,442			29,649,531

*Note: To meet timely use of funds requirements, MTC advanced \$2.4 million in FY 08-09 funds to the Urban Core from the Lifeline category. This advance has been credited to the FY 2009-10 Lifeline funding available: San Francisco \$1,070,739; San Mateo \$145,566; Santa Clara \$1,190,869.
 *To meet timely use of funds requirements for FY 2009-10 funds, MTC again advanced funds to the Urban Core from the Lifeline category. In May 2011 the Commission approved an advance totaling \$216,000 in FY 09-10 funds for San Francisco, which will be credited back to Lifeline in future cycles.
 *SFMTA's FY 10-11 Urban Core allocation requests include \$17.5M as part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see MTC Reso. 3880 and 3831, Revised).
 The \$17.5M in PTMISEA funds from SFMTA was exchanged for \$17.5M in CMAQ funds. The PTMISEA funds are allocated to BART's Train Control Switch Replacement project.

Small Operators/North Counties

Marin	3,404,473	2,488,800	565,629	565,629		318,635		318,635	320,049	320,049	320,049	1,414,071	1,414,071			546,355
Napa	1,806,699	1,320,766	300,170	300,170		169,094		169,094	169,845	169,845	169,845	750,425	750,425			
Solano (includes Vallejo)	5,682,360	4,154,021	944,083	944,082		531,829		531,829	534,190	534,190	534,190	2,360,208	2,360,208		2,360,208	
Sonoma	6,449,431	4,714,780	1,071,526	1,071,526		603,621		603,621	606,301	606,301	606,300	2,678,816	2,678,816			1,471,964
CCCTA	6,555,668	4,792,443	1,089,177	1,089,177		613,564		613,564	616,288	616,288	616,288	2,722,941	2,722,941			1,463,184
ECCTA	3,654,151	2,671,324	607,111	607,111		342,003		342,003	343,521	343,521	343,521	1,517,777	1,517,777			1,517,777
LAVTA	2,583,887	1,888,920	429,294	429,294		241,834		241,834	242,907	242,907	242,907	1,073,235	1,073,235			1,073,235
Union City	956,272	699,071	158,878	158,878		89,500		89,500	89,898	89,898	89,898	397,194	397,194			
WestCat	907,058	663,094	150,701	150,701		84,894		84,894	85,271	85,271	85,271	376,753	376,753			421,988
Subtotal - Small Operators/North Counties	32,000,000	23,393,218	5,316,568	5,316,568		2,994,974		2,994,974	3,008,270	3,008,270	3,008,269	13,291,420	10,931,212	2,360,208		6,494,503

Population-based Total	347,000,000	253,670,208	57,651,532	56,420,133	1,231,399	32,476,760	11,713,818	33,708,159	32,620,922	32,620,922	31,945,188	144,128,829	141,768,621	2,360,208		36,144,034
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	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	Total Appropriated	Remaining to Appropriate
Total State-wide Appropriated	600,000,000	350,000,000	350,000,000	1,500,000,000	2,800,000,000	800,000,000

All PTMISEA funds are available for allocation until June 30, 2013, and available for encumbrance and liquidation until June 30, 2017.

DRAFT - REVENUE-BASED PROPOSITION 1B - PTMISEA

Agency	Original MTC Estimated Prop 1B Total (FY 08 - 17)	Total Remaining (FY 10-17) from SCO *	FY 2007-08		FY 2008-09		FY 2009-10		FY 2008-09 and FY 2009-10	FY 2010-11			
			FY 2007-08 Appropriated	Actual Allocations (Paid)	FY 2008-09 Appropriated	Actual Allocations (Paid)	FY 2009-10 Appropriated	Actual Allocations (Paid)	Remaining to Allocate	FY 2010-11 Appropriated	FY 2010-11 Requests Pending Caltrans Approval and Future Bond Sale	Remaining to Allocate FY 2010-11	Actual Allocations (Paid)
Alameda CMA - for ACE	1,699,328	1,245,898	283,155	283,155	159,509	159,509	160,217	160,217		707,887	707,887	-	707,887
Benicia	129,528	94,966	21,583	21,583	12,158	12,158	12,212	12,212	24,370	53,957		53,957	-
Caltrain	41,108,705	30,139,739	6,849,847	6,849,847	3,858,715	3,858,715	3,875,844	3,875,844		17,124,618		17,124,618	-
CCCTA	5,117,254	3,751,827	852,676	852,676	480,337	480,337	482,469	482,469		2,131,691	2,131,691	-	-
Dixon	41,542	30,459	6,922	6,922	3,900	3,900	3,917	3,917		17,306	17,306	-	17,306
ECCTA	2,076,372	1,522,337	345,981	345,981	194,901	194,901	195,766	195,766		864,952	864,952	-	864,952
Fairfield	724,664	531,302	120,749	120,749	68,021	68,021	68,323	68,323		301,872	301,872	-	-
GGBHTD	35,123,114	25,751,271	5,852,482	5,852,482	3,296,871	3,296,871	3,311,505	3,311,505		14,631,204	13,338,908	1,292,296	-
Healdsburg	11,217	8,222	1,869	1,869	1,053	1,053	1,057	1,057		4,671	4,671	-	4,671
LAVTA	1,606,102	1,177,550	267,621	267,621	150,759	150,759	151,428	151,428		669,053	669,053	-	669,053
NCPTA	429,082	314,592	71,497	71,497	40,276	40,276	40,455	40,455		178,743	178,743	-	178,743
SamTrans	48,424,898	35,503,763	8,068,927	8,068,927	2,568,430	2,568,430	4,565,635	4,565,635		20,172,317	18,716,271	1,456,046	199,960
Santa Rosa	1,099,151	805,867	183,149	183,149	103,173	103,173	103,631	103,631		457,873		457,873	-
Sonoma County Transit	1,392,500	1,020,940	232,029	232,029	130,708	130,708	131,289	131,289		580,072	580,072	-	580,072
Union City	411,210	301,488	68,519	68,519	38,599	38,599	38,770	38,770		171,297	171,297	-	-
Vallejo	5,933,235	4,350,078	988,641	988,641	556,930	556,930	559,402	559,402		2,471,601		2,471,601	-
VTA	143,993,645	105,572,064	23,993,323	23,993,323	13,516,126	13,516,126	13,576,124	13,576,124		59,983,308	34,604,590	25,378,718	126,257
VTA - for ACE	2,371,371	1,738,624	395,136	395,136	222,592	222,592	223,580	223,580		987,841		987,841	-
WestCAT	2,484,810	1,821,792	414,038	414,038	233,239	233,239	234,275	234,275		1,035,095	1,035,095	-	835,095
SUBTOTAL	294,177,728	215,682,779	49,018,144	49,018,144	25,636,297	25,624,139	27,735,899	27,723,687	24,370	122,545,358	73,322,408	49,222,950	4,183,996
AC Transit	94,030,133	68,940,231	15,668,020	15,668,020	8,826,245	8,826,245	8,865,424	8,865,424		39,170,051	39,170,051	-	20,000,000
BART	235,238,734	172,470,379	39,197,278	39,197,278	24,057,977	24,057,977	22,178,966	22,178,966		97,993,194	97,993,194	-	14,999,373
SFMTA	309,462,843	226,889,394	51,565,067	51,565,067	29,048,079	29,048,079	29,177,022	29,177,022		128,912,666	128,912,666	-	48,400,000
SUBTOTAL	638,731,711	468,300,004	106,430,365	106,430,365	61,932,301	61,932,301	60,221,412	60,221,412	-	266,075,911	266,075,911	-	83,399,373
Revenue-based Total	932,909,439	683,982,783	155,448,509	155,448,509	87,568,598	87,556,440	87,957,311	87,945,099	24,370	388,621,269	339,398,319	49,222,950	87,583,369

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	Total Appropriated	Remaining to Appropriate
Total State-wide Appropriated	600,000,000	350,000,000	350,000,000	1,500,000,000	2,800,000,000	800,000,000

All PTMISEA funds are available for allocation until June 30, 2013, and available for encumbrance and liquidation until June 30, 2017.

J:\PROJECT\Funding\Infrastructure Bond\I-Bond\Transit\MTC Regional Transit Proposal - \$347M_Project Summary PTMISEA\PTMISEA Project List_08.21.2012.xlsx]REV

*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.



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Memorandum

TO: Transit Finance Working Group

DATE: October 3, 2012

FR: Adam Crenshaw

RE: 2011 TIP Update

TIP Revision 11-28 – Amendment (Proposed)

Amendment 11-28 revises 59 projects with a net increase in funding of \$795.7 million. Among other changes, the revision:

- Updates the funding plan of the San Francisco-Oakland Bay Bridge project to add in \$40.6 million in State Highway Operation and Protection Program (SHOPP) facilities to reconstruct maintenance facilities;
- Updates the funding plan of the State Route 1 Devils Slide Bypass project to add in \$182 million in FY 2012 Emergency Relief funds;
- Adds the San Francisco Bay Bridge Gateway Park project to the TIP with \$30 million Regional Improvement Program (RIP) funds, \$17 million Bridge toll funds, \$6 million other local funds, and \$84 million long-range plan (RTP-LRP) funds totaling \$137 million;
- Updates the funding plan of the Caltrain Express: Phase 2 project to reprogram all long range plan (RTP-LRP) funds to FY17, remove all Other Federal funds, and scope as it is part of the Caltrain Positive Train Control project;
- Updates the funding plan of the Caltrain Positive Train Control Project;
- Amends the funding plan of the Doyle Drive project to reflect the allocation of \$81.2 million in State Highway Account funds;
- Updates the funding plan of the Outer Harbor Intermodal Terminals (OHIT) project to clarify scope, add in \$15 million in TIGER funds and revises the fund source of \$242.1 million from Other Local funds to in Prop-1B-TCIF funds;
- Amends in the Oakley to Port Chicago, Track Segment 3, Phase 2 project with \$20.5 million in Interregional Improvement Program funds;
- Amends in the following six exempt projects: 1) Samtrans - Replace 62 1998 Gillig Buses totaling \$36 million; 2) Climate Initiatives Program totaling 19.2 million; 3) Vacaville Transit - Curb Ramps totaling \$50,000; 4) San Leandro BART - Transit Access Improvements totaling \$3.9 million; 5) Regional Real-Time Transit Information at BART; and 6) VTA - Together We Ride One-Call/One-Click project totaling \$2.1 million;
- Deletes four duplicate projects from the TIP; and
- Updates the funding plan and back-up listing of eight Caltrans managed grouped listings to reflect the latest information from Caltrans and splits out the programming for fiscal years 2013 onwards to form new listings, per Caltrans' request, with a net increase in SHOPP programming of \$254.4 million. The grouped listings are as follows –
 - GL: Safety Improvements – Highway Safety Improvement Program (REG070009, VAR110007);

- GL: Safety Improvements – Safe Routes to School Program (REG090001, VAR110012);
- GL: Pavement Resurfacing/Rehabilitation – SHOPP Roadway Preservation (MTC050009, VAR110003);
- GL: Safety Improvements – SHOPP Collision Reduction (MTC050011, VAR110004);
- GL: Emergency Repair – SHOPP Emergency Response [REG070001, VAR110005];
- GL: Safety Improvements - SHOPP Mandates [VAR991003, VAR110042]; and
- GL: Pavement Resurfacing and Rehabilitation for the SHS – Highway Maintenance [REG090058, VAR110031].

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. Caltrans approval is expected in early October 2012 and final federal approval is expected in November 2012.

TIP Revision 11-27 – Administrative Modification (Pending)

TIP Revision 11-26 – Administrative Modification (Approved)

Administrative modification 11-26 revises 119 projects with a net increase in funding of \$54.6 million. Among other changes, the revision:

- Updates the funding plans of several projects to reprogram funds from FY 2011-12 to FY2012-13 or FY 2013-14;
- Updates the funding plan and back-up lists of some grouped listings and splits out the programming for fiscal years 2013 onwards to form new listings, per Caltrans' request, to reflect CTC actions or commission actions for changes in regional programs;
- Updates the funding plans of Parking Pricing Regional Analysis (REG110029) and State Route 237 Express Lanes : I-880 to Mathilda Avenue to add in Value Pilot Pricing Program (VPPP) funds in place of existing Other Local funds; and
- Updates the funding plan of 12 projects to reprogram unobligated earmarks.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.2 million in VPPP funds, \$7.2 million in Highway Maintenance funds, \$25.8 million in SHOPP funding, \$2.8 million in High Risk Rural Road Funds and \$3 million in Other Federal funds. MTC's 2011 TIP, as revised with Revision No. 2011-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP). The revision was approved into the FSTIP by the deputy executive director on September 25, 2012.

TIP Revision 11-25 – Amendment (Approved)

Amendment 11-25 revises 88 projects with a net increase in funding of \$13.5 million. Among other changes, the revision:

- Archives 14 projects from the TIP as they have been completed;
- Deletes eight projects from the TIP because the funding has been redirected to other projects;
- Amends four new CMAQ funded Transit Performance Initiative projects into the TIP (AC Transit: Line 51 Corridor using \$10.5 million; SFMTA: Mission Mobility Maximization using \$7 million; SFMTA: N-Judah Mobility Maximization using \$3.8 million; and VTA: Light Rail Transit Signal Priority Improvement using \$1.6 million;) and updates the funding plan of the VTA: Stevens Creek Bus Rapid Transit project to add \$712,888 in CMAQ funds from the Transit Performance Initiative Program;
- Amends in five new transit capital maintenance projects using FTA 5307 funds;

- Amends three new grouped listing into the TIP (GL: JARC FY10-FY12 Small UA & Rural; GL: JARC FY11-FY12 Large UA; and GL: New Freedom FY10-FY12 Small & Rural) totaling \$15.2 million;
- Amends 12 new exempt projects funded with STIP funds based on the 2012 STIP;
- Amends in two new exempt projects in San Francisco using \$1.4 million in Value Pricing Program Project (VPPP) funds (Linked Priced Electric Bikesharing) and San Francisco Value Pricing and Regulation Study);
- Amends in the San Anselmo - Center Blvd Bridge Replacement project funded with \$5.1 million in Highway Bridge Program funds;
- Amends in the Caltrain Positive Train Control project funded with \$6.7 million in Proposition 1B funds and \$20.8 million in Sales Tax measure and Other Local funds;
- Updates the funding plan of the Alameda County Safe Routes to School project to transfer \$200,000 in STP funds and \$420,000 in CMAQ funds to the new ACE: Preventive Maintenance project and adds a new Alameda County SR2S- Local project funded with \$1.2 million in Sales Tax funds;
- Updates the funding plans and scope for four National Park Service projects to show full project funding and to expand the projects to all National Park Service areas;
- Updates the funding plan of I-280/Route 1 Interchange Safety Improvements project to reduce scope and cost by \$63.8 million; and
- Updates the funding plan of the Hayward Shop and Yard Expansion project to add in \$75 million in Sales Tax Measure funds and remove \$37.9 million in Other Local funds.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP, therefore a conformity determination is not required and the 2011 TIP remains financially constrained. The amendment was approved by the commission on May 23, 2012. Caltrans approval was received on July 6, 2012 and final federal approval was received on July 10, 2012.

TIP Revision 11-24 – Administrative Modification (Approved)

TIP Revision No. 2011-24 revises 86 projects with a net decrease in funding of \$23.5 million. Among other changes, this revision:

- Updates the funding plans of five STIP funded projects, two Proposition 1B CMIA funded projects and one Proposition 1B SLPP funded project to reflect CTC actions;
- Updates the Air Quality Descriptions of 10 projects in concurrence with Air Quality Conformity Task Force actions;
- Updates the Sponsor and Implementing Agency information on 27 projects to reflect the consolidation of ACTIA and ACCMA into ACTC;
- Updates the funding plans of 13 Regional Planning Activity projects to reflect the programming of STP funds;
- Updates the funding plan of the SF Muni Third Street Light Rail Phase 2 - New Central Subway project to change the fund source for \$85 million in RTP-LRP funds in FY 2015 to FTA New Starts funds in FY 2012 and revise \$251.3 million in RTP-LRP funding to Prop-1A (\$61.3 million), Prop-1B (\$126 million) and local funds (\$64 million). The total project cost for the project does not change; and
- Updates the funding plans and back up listings of three grouped listings (GL: Pavement Resurfacing and Rehabilitation for the SHS – Highway Maintenance [REG090058]; GL: FY10 JARC Mobility Management [REG110028]; and GL: Safety Improvements – SHOPP Mobility Program [MTC050006] including splitting out six projects along with \$42.8 million to REG090003);

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$85 million in 5309 funds, \$9.5 million in SHOPP funding, \$282,000 in federal High

Priority Project funding, and \$58.2 million in Proposition 1B funding. MTC's 2011 TIP, as revised with Revision No. 2011-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP). The revision was approved into the FSTIP by the deputy executive director on June 1, 2012.

TIP Revision 11-23 – Administrative Modification (Approved)

Administrative Modification 2011-23 revises 51 projects with a net increase in funding of \$26 million. Among other changes, this revision:

- Updates the funding plans of 14 projects to reflect 2012 STIP requests;
- Updates the funding plans and project information on six individually listed projects funded through the Highway Bridge Program including splitting out eight project elements and \$33 million from the Highway Bridge Program grouped listing (VAR991007) to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (SF-070027)
- Updates the funding plan and back-up listing of five Caltrans managed grouped listings to reflect the latest information from Caltrans (GL: Bridge Rehabilitation/ Reconstruction - Highway Bridge Program [VAR991007]; GL: Pavement Resurfacing/Rehabilitation – SHOPP roadway Preservation [MTC050009]; GL: Safety Improvements – SHOPP Collision Reduction [MTC050011]; GL: Emergency Repair – SHOPP Emergency Response [REG070001]; and GL: Bridge Rehab and Reconstruction – SHOPP [VAR991005]) to reflect the latest information from Caltrans; and
- Updates the funding plans of three Proposition 1B CMIA funded projects to reflect the latest CTC actions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9.5 million in SHOPP funding, \$282,000 in federal High Priority Project funding, \$43.6 million in Proposition 1B funding. MTC's 2011 TIP, as revised with Revision No. 2011-23, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP). The revision was approved into the FSTIP by the deputy executive director on May 1, 2012.

All earlier revisions have been approved and the 2011 TIP revision schedule (Attachment A) has been posted at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: tipinfo@mtc.ca.gov.

FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or acrenshaw@mtc.ca.gov or Sri Srinivasan at (510) 817-5793 or ssrinivasan@mtc.ca.gov. The Fund Management System (FMS) system has also been updated to reflect the approvals received.

Attachments:

A - 2011 TIP Revision Schedule as of September 21, 2012

**METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of September 21, 2012**

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2011 TIP Update	11-00	June 17, 2010	October 27, 2010	November 12, 2010	December 14, 2010	Approved	December 14, 2010
Amendment	11-03	October 29, 2010	December 15, 2010	December 29, 2010	December 30, 2010	Approved	December 30, 2010
Admin. Modification	11-01	November 18, 2010	January 4, 2011	January 6, 2011	N/A	Approved	January 6, 2011
Admin. Modification	11-02	December 30, 2010	February 17, 2011	February 18, 2011	N/A	Approved	February 18, 2011
Amendment	11-05	January 27, 2011	March 23, 2011	March 25, 2011	March 30, 2011	Approved	March 30, 2011
Amendment	11-06	March 31, 2011	May 25, 2011	June 8, 2011	July 13, 2011	Approved	July 13, 2011
Admin. Modification	11-04	April 28, 2011	May 2, 2011	May 2, 2011	N/A	Approved	May 2, 2011
Amendment (Transit Only)	11-07	April 28, 2011	June 22, 2011	July 25, 2011	August 9, 2011	Approved	August 9, 2011
Amendment	11-10	May 26, 2011	July 27, 2011	September 8, 2011	September 15, 2011	Approved	September 15, 2011
Admin. Modification	11-08	June 30, 2011	July 7, 2011	July 8, 2011	N/A	Approved	July 8, 2011
Amendment	11-09	N/A	July 27, 2011	August 17, 2011	N/A	Approved	August 17, 2011
Admin. Modification	11-11	July 3, 2011	August 4, 2011	August 8, 2011	N/A	Approved	August 8, 2011
Amendment	11-13	July 28, 2011	September 28, 2011	October 19, 2011	November 10, 2011	Approved	November 10, 2011
Admin. Modification	11-12	August 25, 2011	September 1, 2011	N/A	N/A	Approved	September 1, 2011
Admin. Modification	11-14	September 22, 2011	October 4, 2011	N/A	N/A	Approved	October 4, 2011
Amendment	11-16	September 29, 2011	November 16, 2011	November 30, 2011	December 7, 2011	Approved	December 7, 2011
Admin. Modification	11-15	November 1, 2011	November 21, 2011	N/A	N/A	Approved	November 21, 2011
Admin. Modification	11-17	December 1, 2011	January 9, 2012	N/A	N/A	Approved	January 9, 2012
Amendment	11-19	December 1, 2011	January 25, 2012	February 9, 2012	March 2, 2012	Approved	March 2, 2012
Admin. Modification	11-18	January 1, 2012	February 2, 2012	N/A	N/A	Approved	February 2, 2012
Admin. Modification	11-20	February 1, 2012	March 6, 2012	N/A	N/A	Approved	March 6, 2012
Amendment	11-22	February 1, 2012	March 28, 2012	April 17, 2012	May 1, 2012	Approved	May 1, 2012
Admin. Modification	11-21	March 1, 2012	March 15, 2012	N/A	N/A	Approved	March 15, 2012
Admin. Modification	11-23	April 1, 2012	May 1, 2012	N/A	N/A	Approved	May 1, 2012
Admin. Modification	11-24	April 1, 2012	June 1, 2012	N/A	N/A	Approved	June 1, 2012
Amendment	11-25	April 1, 2012	May 23, 2012	July 6, 2012	July 10, 2012	Approved	July 10, 2012
Admin. Modification	11-26	September 1, 2012	September 25, 2012	N/A	N/A	Approved	September 25, 2012
Admin. Modification	11-27	September 1, 2012	September 28, 2012	N/A	N/A	Proposed	TBD
Amendment	11-28	September 1, 2012	September 26, 2012	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	Proposed	TBD
Amendment	11-31	November 1, 2012	December 19, 2012 (estimated)	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	TBD	TBD
Admin. Modification	11-29	November 30, 2012	December 20, 2012 (estimated)	N/A	N/A	TBD	TBD
Amendment (Transit Only)	11-33	December 1, 2012	January 23, 2013 (estimated)	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	TBD	TBD
Admin. Modification	11-30	January 1, 2013	January 31, 2013 (estimated)	N/A	N/A	TBD	TBD
Amendment	11-35	January 1, 2013	February 27, 2013 (estimated)	(estimated 4 weeks after MTC Approval)	(estimated 4 weeks after CT Approval)	TBD	TBD
Admin. Modification	11-32	February 1, 2013	February 28, 2013 (estimated)	N/A	N/A	TBD	TBD
Admin. Modification	11-34	February 1, 2013	March 29, 2013 (estimated)	N/A	N/A	TBD	TBD

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf

Notes: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed

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METROPOLITAN
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Memorandum

TO: Transit Finance Working Group

DATE: October 3, 2012

FR: Stefanie Hom

W. I.

RE: Quantitative PM Hot-Spot Analysis Requirements

At the December 12, 2011 Partnership Technical Advisory Committee meeting, MTC staff presented information on the new quantitative PM hot-spot analysis requirements. This memorandum serves as a reminder that the new requirements take effect on December 20, 2012.

Background

In December 2010, the US Environmental Protection Agency (EPA) released new guidance to be used by state and local agencies to conduct quantitative particulate matter (PM) hot-spot analyses in non-attainment areas or maintenance areas for new highway and transit projects that involve significant diesel emissions. This new guidance transitions the PM hot-spot analysis from a qualitative analytical method to a quantitative analytical method. Beginning December 20, 2012, project sponsors will be required to complete a quantitative PM hot-spot analysis. Until then, PM hot-spot analyses can continue to be done qualitatively; quantitative analyses are optional.

The nine-county San Francisco Bay Area region was designated by EPA as a non-attainment area for the national 24-hour fine PM_{2.5} standards. Under this designation, sponsors of certain projects that involve significant levels of diesel vehicle traffic are required to complete a PM_{2.5} hot-spot analysis for project-level conformity determinations made by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). A PM hot-spot analysis estimates likely future localized PM_{2.5} pollutant concentrations and compares those concentrations to the national ambient air quality standards (NAAQS) and/or no-build conditions. Such an analysis is a means of demonstrating that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

New Quantitative Requirements

A quantitative analytical method is necessary due to the complex nature of PM emissions, the statistical form of each NAAQS, and temperature variability over the course of a year. The new quantitative PM hot-spot analyses will need to be based on latest planning assumptions to estimate likely future localized pollutant concentrations in comparison to the relevant PM_{2.5} and PM₁₀ national ambient air quality standards (NAAQS) or no-build conditions. Project emissions, including emissions from vehicles, road dust, and construction, can be calculated using the most recent EMFAC emissions model, and the AERMOD and CAL3QNCR air quality models.

A PM hot-spot analysis compares air quality concentrations with the project (build scenario) to either the NAAQS or to air quality concentrations without the project (no-build scenario). A transportation project will meet conformity requirements if at each appropriate receptor:

- PM concentration of the build scenario is equal to or less than the NAAQS; or,
- PM concentration of the build scenario is equal to or less than the PM concentration of the no-build scenario.

MTC's Role

MTC currently facilitates monthly interagency consultation for PM_{2.5} hot-spot analyses through the Air Quality Conformity Task Force, which includes staff from EPA, FHWA, FTA, Caltrans, California Air Resources Board (CARB), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), congestion management agencies (CMAs), and transit operators. MTC will be expected to provide data and technical support to project sponsors completing the quantitative PM hot-spot analysis. For more information, please contact Stefanie Hom at shom@mtc.ca.gov or at 510.817.5756.