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March 29, 2013

TO: Public Libraries, Interested Agencies, Organizations and Individuals

The Metropolitan Transportation Commission has released the Draft 2013 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP for public comment. The comment period starts Friday, March 29, 2013 and ends on Friday, May 3, 2013 at 4:00 p.m.

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of surface transportation capital projects for the nine-county San Francisco Bay Area that receive federal funds, are subject to a federally required action or are regionally significant. The MTC, as the federally designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area region, prepares and adopts the TIP at least once every four years. The TIP covers a six-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as programmed) must not exceed the amount of dollars estimated to be available. The Draft 2013 TIP includes projects programmed over six fiscal years from FY 2012-13 through FY 2017-18. The TIP must include a financial plan that demonstrates the programmed projects can be implemented, and must be accompanied by a transportation-air quality conformity analysis. To further assist in the public assessment of the 2013 TIP, and specifically to address the equity implications of the proposed TIP investments, MTC has conducted an investment analysis with a focus on low-income and minority residents.

MTC has also prepared a Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP. As required by federal conformity regulations, MTC must demonstrate that the TIP is consistent with ("conforms to") the federal air quality plan known as the State Implementation Plan. Conformity to the SIP means that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. For the Bay Area, the conformity analysis addresses the national 8-hour ozone standard, national carbon monoxide standard, and the national 24-hour fine particulate matter standard.

MTC has developed the 2013 TIP and Draft Transportation-Air Quality Conformity Analysis in cooperation with the county Congestion Management Agencies, California Department of Transportation (Caltrans), individual cities, counties, transit operators, and other project sponsors, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. Environmental Protection Agency (EPA). All projects included in the TIP are consistent with the Draft Plan Bay Area, the long-range Regional Transportation Plan (RTP), for the San Francisco Bay Area.

Copies of the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP are available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and at major public libraries in each of the nine Bay Area counties, and on the MTC website at: http://www.mtc.ca.gov/funding/tip/2013.

Prior to the formal consideration of the 2013 TIP and Transportation-Air Quality Conformity Analysis, MTC will hold public meetings and receive public comments.

Public Hearings: Oral public comment on the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis will also be received at any of the nine public hearings for the Draft Plan Bay Area held throughout the San Francisco Bay Area. The dates and times of the public hearings can be found at: www.onebayarea.org

Written Comments: Written comments may be submitted to MTC's Public Information Office at: 101 Eighth Street, Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to info@mtc.ca.gov.

Written comments are due by **4:00 p.m. on Friday May 3, 2013**. For more information, call MTC's Public Information Office at 510-817-5787.

The Final 2013 TIP and Final Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP are scheduled for adoption by MTC on July 24, 2013. Once approved by the Commission, the 2013 TIP will be forwarded to Caltrans, FHWA and the FTA for approval and inclusion into the Federal State Transportation Improvement Program (FSTIP). Federal approval of the FSTIP is anticipated in August 2013. The Final Transportation-Air Quality Conformity Analysis and the Commission's conformity determination will be forwarded to FHWA and FTA for their joint review and concurrence.

Sincerely,

Alix A. Bockelman
Director, Programming and Allocations

A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP

Updated to reflect the Draft 2013 TIP

March 2013

Metropolitan Transportation Commission

Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP — what it is and how the public can use it to keep informed about projects in their communities.

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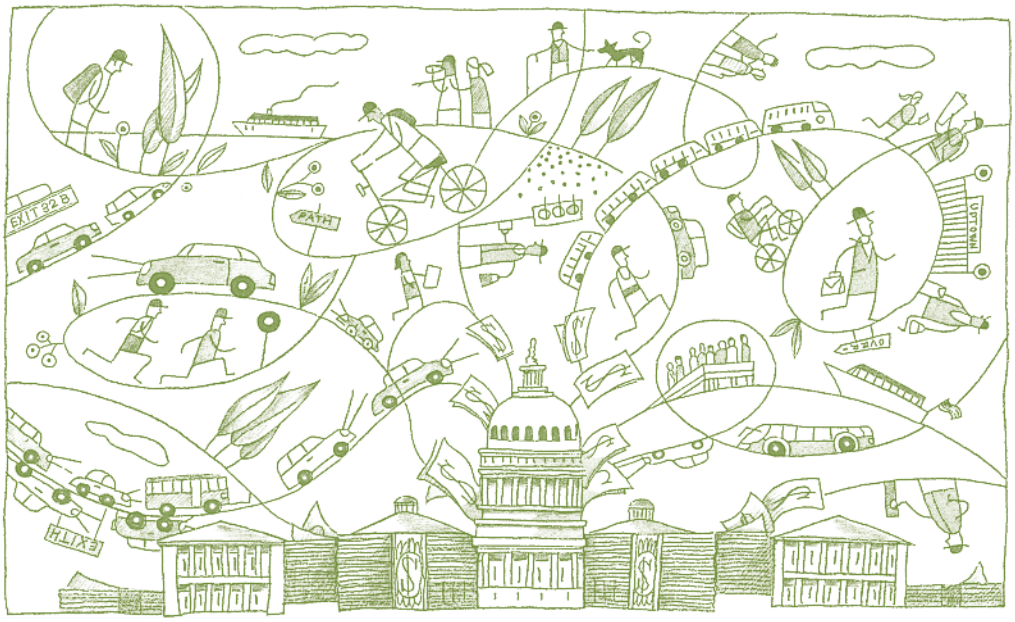
What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.



What is the Transportation Improvement Program or TIP?

The TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest — meaning projects or programs for which federal funds or actions by federal agencies are anticipated — along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a six-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a six-year period.

The TIP lists projects for a period of six years. MTC is required by federal law to update the TIP at least one time every four years.

The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the six-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the six-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

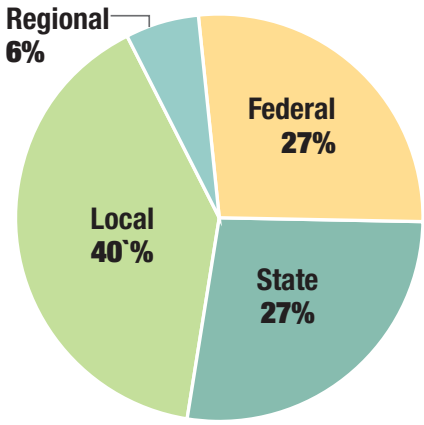
An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.

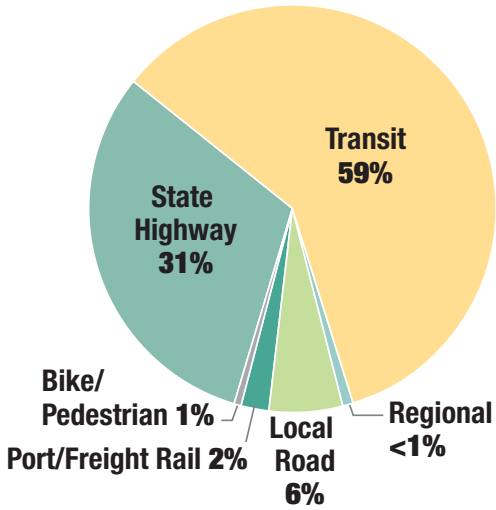
A summary of the Draft 2013 TIP

The Bay Area's Draft 2013 TIP includes approximately 880 transportation projects, and a total of approximately $16.9 billion in committed federal, state and local funding over the six-year TIP period through fiscal year 2018. See the next page for a map of projects with costs greater than $200 million.

2013 TIP Funds by Source



2013 TIP Funds by Mode



Draft 2013 TIP Investment Analysis: Focus on low-Income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: www.mtc.ca.gov/funding/tip/

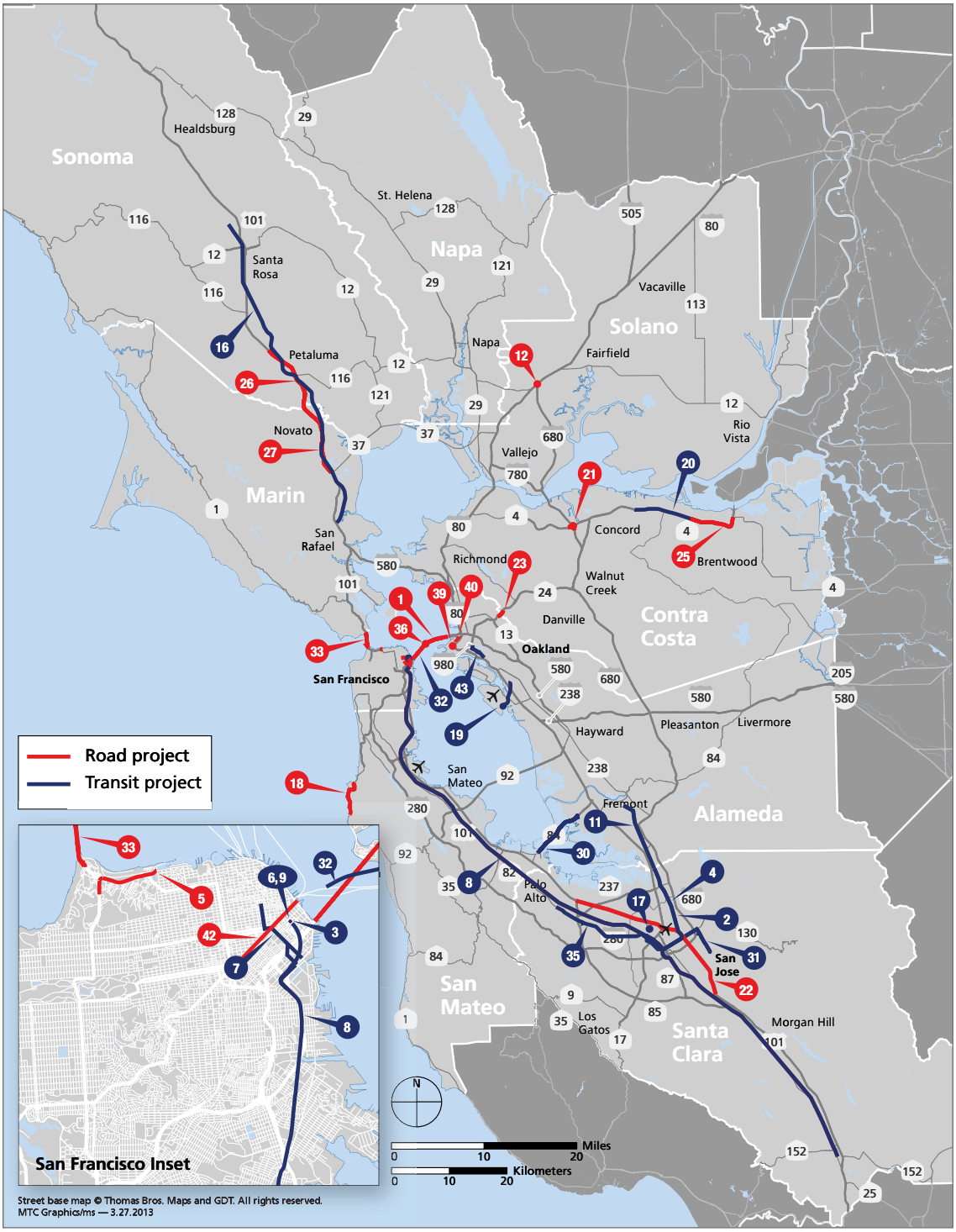
Projects in the Draft 2013 TIP Over $200 Million

BLUE Transit Project
RED Road Project

1. **San Francisco-Oakland Bay Bridge East Span Replacement**
   Alameda County
   $5.71 billion
2. **BART – Berryessa to San Jose Extension**
   Santa Clara County
   $3.96 billion
3. **Transbay Terminal/Caltrain Downtown Extension, Phase 2**
   San Francisco County
   $2.60 billion
4. **BART – Warm Springs to Berryessa Extension**
   Santa Clara County
   $2.52 billion
5. **US-101 Doyle Drive Replacement**
   San Francisco County
   $1.97 billion
6. **Transbay Terminal/Caltrain Downtown Extension, Phase 1**
   San Francisco County
   $1.59 billion
7. **SF Muni Third St LRT Phase 2 Central Subway**
   San Francisco County
   $1.57 billion
8. **Caltrain Electrification**
   Multiple Counties
   $1.23 billion
9. **Transbay Transit Center – TIFIA Loan Debt Service**
   San Francisco County
   $1.08 billion
10. **BART Railcar Replacement Program****
    Multiple Counties
    $1.03 billion
11. **BART – Warm Springs Extension**
    Alameda County
    $890 million
12. **I-80/680/12 Interchange Project**
    Solano County
    $718 million
13. **Toll Bridge Rehabilitation Program****
    Multiple Counties
    $629 million
14. **BART Car Exchange (Preventative Maintenance)****
    Multiple Counties
    $603 million
15. **Valley Transportation Authority: Preventative Maintenance****
    Santa Clara County
    $571 million
16. **Sonoma Marin Area Rail Corridor**
    Sonoma/Marin Counties
    $532 million
17. **San Jose International Airport People Mover**
    Santa Clara County
    $508 million
18. **SR-1 Devils Slide Bypass Tunnel**
    San Mateo County
    $505 million
19. **BART Oakland Airport Connector**
    Alameda County
    $484 million
20. **E-BART – East Contra Costa County Rail Extension**
    Contra Costa County
    $460 million
21. **I-680/SR-4 Interchange Reconstruction, Phases 1-5**
    Contra Costa County
    $425 million
22. **US-101 Express Lanes in Santa Clara County**
    Santa Clara County
    $425 million
23. **SR-24 – Caldecott Tunnel Fourth Bore**
    Alameda/Contra Costa Counties
    $420 million
24. **AC Transit: Preventative Maintenance Program****
    Alameda County
    $392 million
25. **SR-4 East Widening from Somersville Rd to SR-160**
    Contra Costa County
    $385 million
26. **US-101 Marin-Sonoma Narrows (Sonoma)**
    Sonoma County
    $373 million
27. **US-101 Marin-Sonoma Narrows (Marin)**
    Marin County
    $341 million
28. **Hunters Point Shipyard and Candlestick Point Local Roads****
    San Francisco County
    $338 million
29. **Freeway Performance Initiative (FPI)****
    Multiple Counties
    $328 million
30. **Dumbarton Rail Service (PE and ROW only)**
    Alameda/San Mateo Counties
    $301 million
31. **Capitol Expressway LRT Extension, Ph. 2**
    Santa Clara County
    $294 million
32. **BART Transbay Tube Seismic Retrofit**
    Multiple Counties
    $276 million
33. **Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
    Marin/San Francisco Counties
    $274 million
34. **Southeast Waterfront Transportation Improvements****
    San Francisco County
    $254 million
35. **El Camino Real Bus Rapid Transit**
    Santa Clara County
    $234 million
36. **Yerba Buena Island (YBI) Ramp Improvements**
    San Francisco County
    $233 million
37. **Caltrain Positive Train Control****
    Multiple Counties
    $231 million
38. **SF Muni Rail Replacement Program****
    San Francisco County
    $223 million
39. **7th Street Grade Separation and Roadway Improvement**
    Alameda County
    $221 million
40. **Oakland Army Base Infrastructure Improvements**
    Alameda County
    $215 million
41. **SFMTA ADA Paratransit Operating Support****
    San Francisco County
    $207 million
42. **Better Market Street Transportation Elements**
    San Francisco County
    $206 million
43. **Enhanced Bus – Telegraph/International/East 14th**
    Alameda County
    $205 million

** *These projects not shown on map*

Projects in the Draft 2013 TIP With Costs Greater Than $200 million



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MTC Graphics/ms — 3.27.2013

How does the TIP relate to the long-range regional transportation plan?

Regionally significant projects must be first identified in the region's long-range transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan is required by federal law and is a blueprint for transportation investment decisions over a 25- to 30-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The Draft 2013 TIP translates recommendations from the Draft Plan Bay Area into a short-term (six-year) program of improvements focused on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.

How does the TIP relate to the Clean Air Act?

Transportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to "conform" to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.

How is the TIP funded?

Funding for projects in the TIP comes from you — through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.

Who develops the TIP?

MTC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; city and county public works representatives; and the public. The Bay Area Partnership subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, project sponsors include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.

How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.

Follow a Transportation Project From Idea to

New Project Ideas and Local Review

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways — from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor — usually a public agency — that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

MTC's Long-Term Regional Transportation Plan

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) — provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

How You Can Make a Difference

Get involved in your community!

- Follow the work of your city council, county board of supervisors or local transit agency.
- Take notice of plans or improvement programs developed by your city, county or transit agency.
- Comment on projects proposed by your county CMA or on transportation

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- MTC support of large projects occurs in the RTP and not as part of the TIP.

Implementation

MTC's Project Selection Process

Construction/ Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a six-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

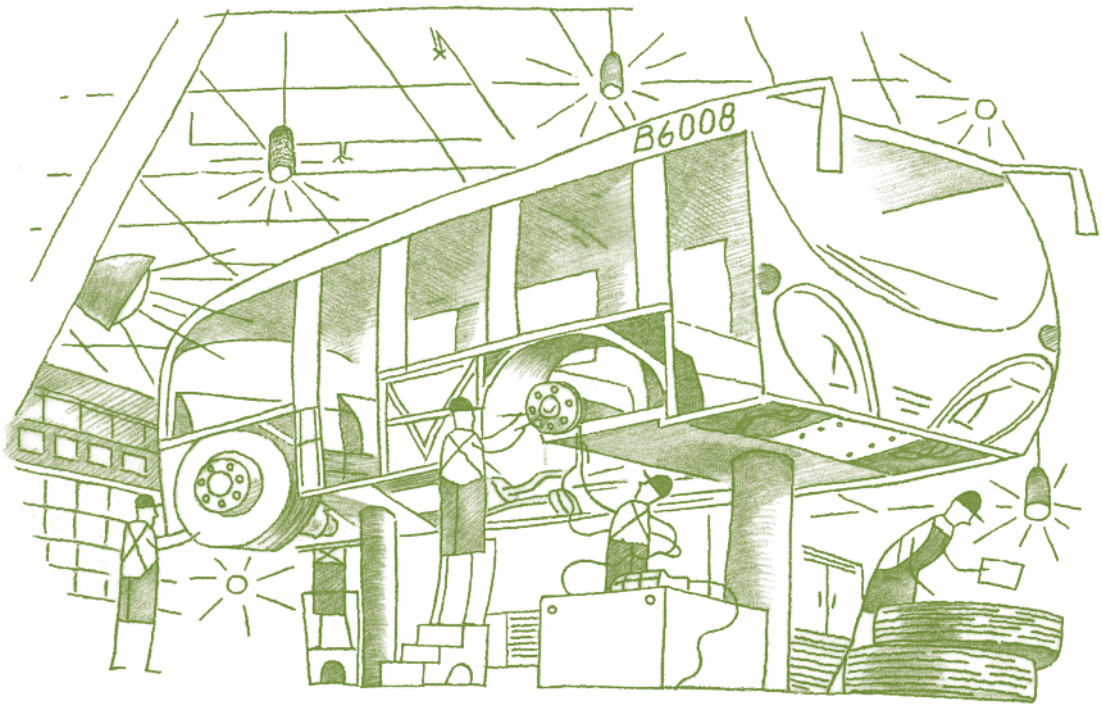
Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction.

Get involved in planning for the whole Bay Area at MTC!

- Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- Follow the work of MTC's Policy Advisory Council which advises the Commission (www.mtc.ca.gov/get_involved).

Comment on a project's impacts

- Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents — even though the project may not yet be completed.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/funding/tip/.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/get_involved/participation_plan.htm.

Where to turn for more information

Visit the MTC website at www.mtc.ca.gov for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the MTC-ABAG Library.

Resources

The Transportation Improvement Program
www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan
www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC
www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System
www.mtc.ca.gov/funding/fms_intro.htm

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Federal Highway Administration Programs
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Federal Transit Administration Programs
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State Funding Programs
Kenneth Kao (510) 817-5768
kkao@mtc.ca.gov

MTC Public Information
(510) 817-5757 or info@mtc.ca.gov

MTC-ABAG Library
(510) 817-5836 or library@mtc.ca.gov

Request assistance

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express (ACE)
209.944.6220

Alameda-Contra Costa Transit District (AC Transit)
510.891.4777

Bay Area Rapid Transit District (BART)
510.464.6000

Bay Area Water Emergency Transit Authority
415.291.3377

Central Contra Costa Transit Authority (County Connection)
925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)
925.754.6622

Fairfield/Suisun Transit (FAST)
707.422.2877

Golden Gate Bridge, Highway and Transportation District
415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)
925.455.7500

Napa County Transportation and Planning Agency (VINE)
707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)
650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)
415.701.4500

San Mateo County Transit District (SamTrans)
650.508.6200

Santa Clara Valley Transportation Authority (VTA)
408.321.2300

Santa Rosa Department of Transit and Parking
707.543.3333

Solano County Transit (SolTrans)
707.648.4666

Sonoma County Transit
707.585.7516

Transbay Joint Powers Authority
415.597.4620

Western Contra Costa Transit Authority (WestCAT)
510.724.3331

Major Airports and Seaports

Port of Oakland
510.627.1100

Port of San Francisco
415.274-0400

Oakland International Airport
510.563.3300

San Jose International Airport
408.392.3600

San Francisco International Airport
650.821.8211

Regional Agencies

Association of Bay Area Governments
510.464.7900

Bay Area Air Quality Management District
415.771.6000

Metropolitan Transportation Commission
510.817.5700

San Francisco Bay Conservation and Development Commission
415.352.3600

Congestion Management Agencies

Alameda County Transportation Commission
510.208.7400

Contra Costa Transportation Authority
925.256.4700

Transportation Authority of Marin
415.226.0815

Napa County Transportation and Planning Agency
707.259.8631

San Francisco County Transportation Authority
415.522.4800

City/County Association of Governments of San Mateo County
650.599.1406

Santa Clara Valley Transportation Authority
408.321.2300

Solano Transportation Authority
707.424.6075

Sonoma County Transportation Authority
707.565.5373

State Agencies

California Air Resources Board
916.322.2990

California Highway Patrol, Golden Gate Division
707.551.4180

California Transportation Commission
916.654.4245

Caltrans, District 4
510.286.4444

Federal Agencies

Environmental Protection Agency, Region 9
415.947.8021

Federal Highway Administration, California Division
916.498.5001

Federal Transit Administration, Region 9
415.744.3133

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