

Improvement Program (FSTIP). Since the 2015 TIP period is entirely contained within the period previously approved by the Commission, there are few projects being added that have not previously received a commission TIP action. The 2015 TIP is simply updating the project costs, scopes and schedules, and identifying two years of project funding (FY 2012-13 and 2013-14) as prior years, with corresponding updates to other elements of the TIP.

Federal regulations require that MPOs conduct an analysis to determine that the region is in compliance with federal air quality requirements as part of the TIP approval process. Staff has prepared the *Draft Transportation-Air Quality Conformity Analysis for the Plan and Draft 2015 TIP* in accordance with the latest U.S. Environmental Protection Agency (US EPA) transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). The conformity analysis addresses only those projects identified in the financially constrained *Plan Bay Area* and Draft 2015 TIP.

This draft conformity analysis demonstrates that both the Draft 2015 TIP and *Plan Bay Area* are consistent with (“conform to”) the federal air quality plan, which is referred to as the State Implementation Plan (SIP), meaning that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. The draft conformity analysis finds that emissions in the Draft 2015 TIP and *Plan Bay Area* are lower than the air quality emissions budgets and meet the requirements related to carbon monoxide, ozone, PM2.5, and the implementation of transportation control measures.

Federal regulations also require an opportunity for public comment prior to TIP approval. A public hearing on the draft 2015 TIP will be held at the Programming and Allocations Committee meeting on Wednesday, July 9, 2014. The public comment period is scheduled to close at 5 p.m. on Thursday, July 31, 2014.

Investment Analysis

To further assist in the public assessment of the 2015 TIP, and specifically to address the equity implications of the proposed TIP investments, MTC staff has conducted an investment analysis with a focus on minority and low-income residents (Attachment B). Since the 2013 TIP and *Plan Bay Area* were approved less than a year prior to the release of the Draft 2015 TIP and the four years of the 2015 TIP were included in the six-year period covered by the 2013 TIP, staff relied on the analysis methodology developed for *Plan Bay Area*. 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 a population/use-based methodology to calculate the shares of 2015 TIP investments that will flow to the identified populations, and compares those shares to the populations’ proportionate shares of the region’s population or trip-making as a whole. Mapping overlays showing all mapped projects in the region are also used to analyze the geographic distribution of projects.

The analysis concludes in the aggregate that there is a relatively higher proportional investment in the Draft 2015 TIP in minority and low-income populations than the proportionate share of trips taken by minority and low-income populations, as shown in the table below.

Findings for Aggregate Analysis

	Share of Draft 2015 TIP Investment	Share of Total Trips/Population
Population Use-Based		
<i>Low-Income</i>	25%	18% (total trips)
<i>Minority</i>	51%	43% (total trips)

In delving deeper into the investments by mode, one finds that the results are similar. For example, for transit, the results show that for low-income populations, the share of investment (55 percent) was equivalent to the share of trips (55 percent). The share of investment in minority transit trips (62 percent) is both slightly greater than the minority share of the total population (58 percent) and also equivalent to the share of transit trips made by minority populations (62 percent). For streets and road investments, these findings also hold true for the minority trips (40 percent), but not for trips by low-income population (12 percent) when compared against the Vehicle Miles Traveled (38 percent and 13 percent, respectively). However, in no case, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.

Finally, the Title VI Analysis finds no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the Draft 2015 TIP.

Staff will attend your July 9 Policy Advisory Council meeting to answer any questions you may have.

Attachments:

Attachment A – A Guide to the San Francisco Bay Area’s Transportation Improvement Program
Attachment B – Draft 2015 TIP Investment Analysis