

The 2007 Draft Transportation Improvement Program

Overview

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP with the exception of some improvements to the region's airports, seaports, and privately owned bus and rail facilities. The TIP is prepared pursuant to Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), building upon the previous transportation acts. Below are some key facts about the TIP:

- The 2007 Draft TIP includes approximately 955 individual transportation projects and includes committed federal, state, and local funding of approximately \$12.7 billion.
- Inclusion in the TIP is required in order for a project to access federal funding and be granted federal permits. The TIP project listing indicates in which given year a project receives funding, its schedule and its budget. A project's presence in the TIP does not, however, represent a commitment of funds or an obligation to fund the project. A subsequent approval of the project by the federal government is required before the project may be implemented.
- The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP at least once every four years, covering at least a four-year period and containing a priority list of projects grouped by year. The 2007 Draft TIP covers four years of programming for fiscal years 2006-07 through 2009-2010.
- The TIP must be financially constrained by year, meaning that the amount of dollars committed to the project (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented.
- Adoption of the TIP must be accompanied by an evaluation and finding of air quality conformity, demonstrating that federal air quality standards are met.
- Federal regulations also require an opportunity for public comment and consultation with affected agencies prior to TIP approval.
- All projects included in the MTC-prepared TIP must be consistent with the Regional Transportation Plan (RTP) for the Bay Area.

The full 2007 Draft TIP, including project listings as well as additional summary information, is available on the MTC Website at <http://www.mtc.ca.gov/funding/tip/>

Investment Decisions: *Transportation 2030* and the TIP

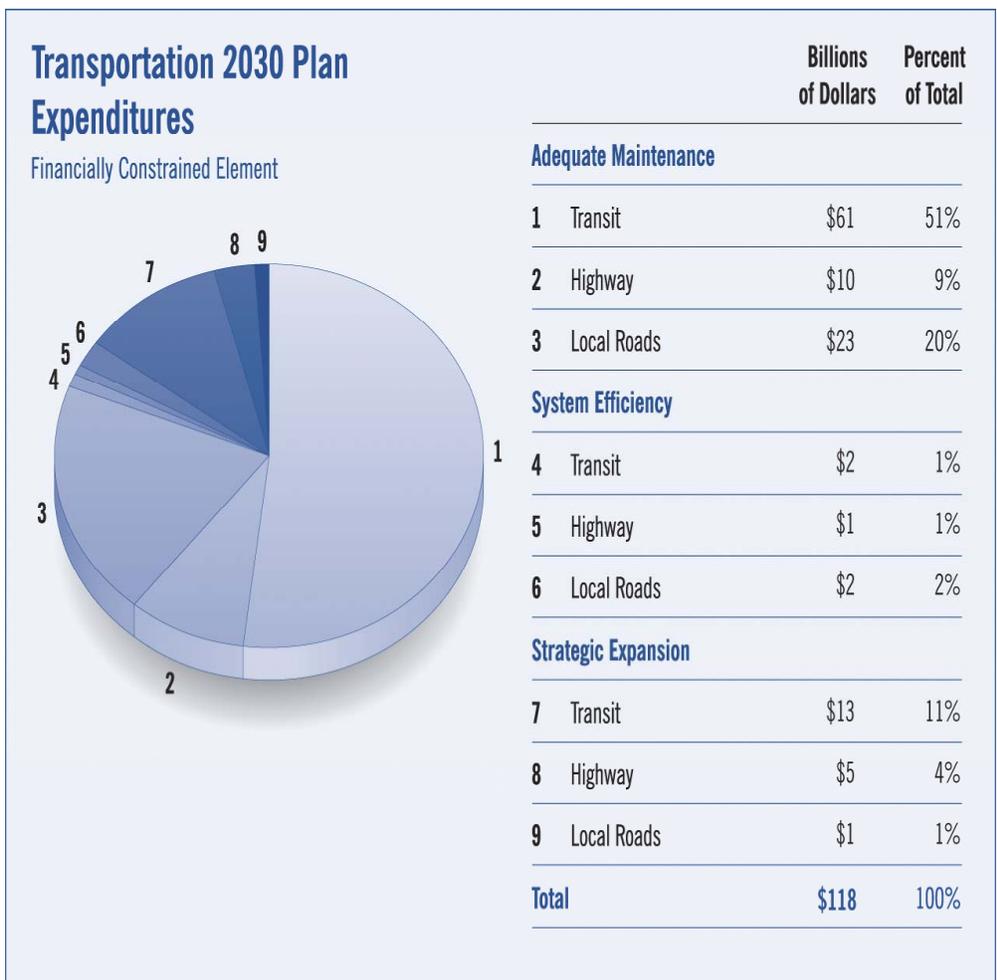
Transportation 2030 is the Bay Area's comprehensive roadmap to guide transportation investment over a 25-year period. The current RTP, *Transportation 2030*, priorities guide all MTC programming decisions made by the Commission. The development and establishment of MTC's discretionary funding programs are directed by the *Transportation 2030* priorities under which projects are selected for funding. Additionally any other transportation project must be consistent with the Regional Transportation Plan (RTP) before it may be included in the 2007



TIP as required by federal law. Projects are reviewed for consistency with the RTP, as they are submitted for funding in the various programs, and as they are amended into the TIP for the first time.

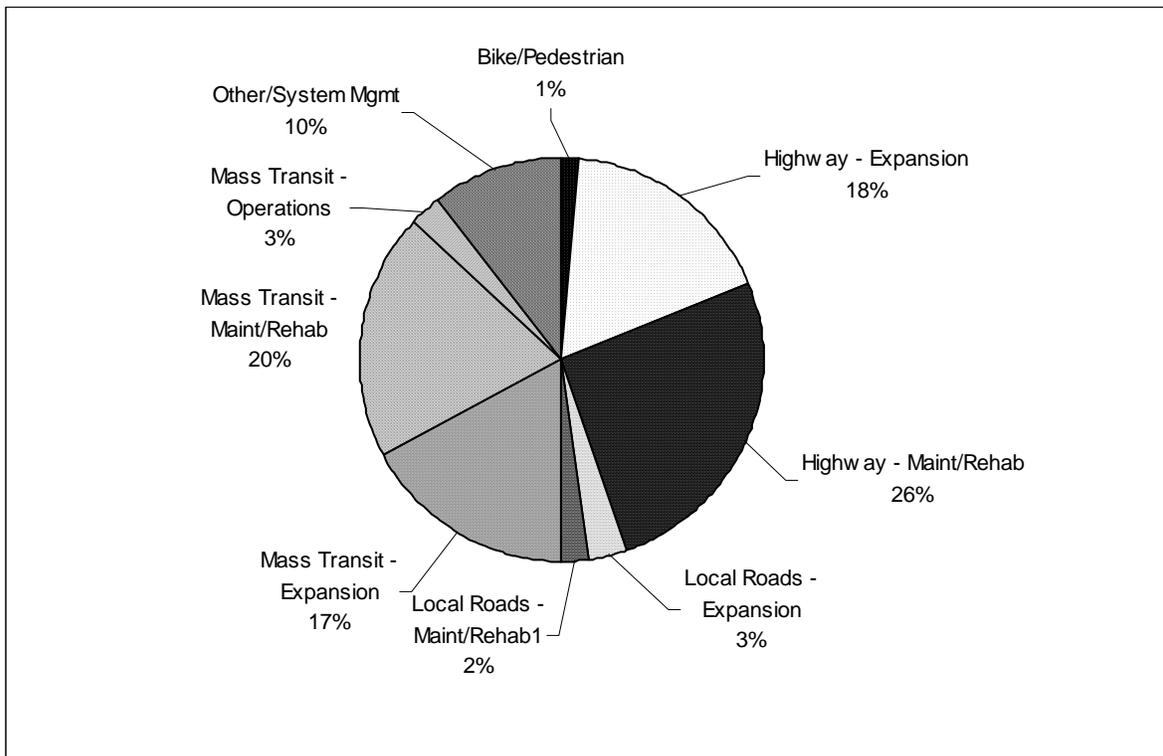
The RTP establishes the financial foundation for how the Region invests in our transportation system by identifying how much money is available to address critical transportation needs and sets the policy on how this funding is to be spent on transportation needs. Similar to the TIP, the RTP is also updated at least once every four years to reflect new planning priorities and changing projections of growth and travel demand, based on a realistic forecast of future revenues.

Transportation 2030 dedicates 80% of the \$118 billion in projected transportation revenues over the 25-year period to maintaining the region’s current transportation network of transit, local streets and roads, and highways. As illustrated below, the other broad areas of investment include system efficiency at 4% of the investment, and strategic expansion projects at roughly 16%.



By comparison, the TIP covers a four-year period and includes roughly \$14.1 billion in revenues and \$12.7 billion in programming, as represented in the following figure. The spending categories for the TIP follow the general trend of *Transportation 2030*, with a majority of funding going to maintenance and rehabilitation of the region's infrastructure.

Programmed TIP Funds By Mode and Purpose



For the TIP, the breakdown of expenditures is roughly:

- Adequate Maintenance: (\$6 billion, or 48%)
- System Efficiency: (\$1.8 billion, or 15%)
- Strategic Expansion: (\$4.7 billion, or 38%)

A brief discussion of the three primary investment categories from the RTP and the more specific near-term funding strategies in the TIP follows. More detailed information about these investment categories can be found in the "Investment Plan" from *Transportation 2030*.

Adequate Maintenance: This investment category includes rehabilitation and replacement of transit vehicles and facilities as well as the upkeep of freeways and local roadways.

Some of the most significant projects that the region is currently undertaking to ensure adequate maintenance are the retrofit of the East Span of the Bay Bridge and the earthquake safety program for BART. One of the major differences between the TIP and *Transportation 2030* is that much of the revenue for streets and roads rehabilitation is through gas tax subventions that are included in the projection for the RTP but are not

required to be part of the TIP, because they are purely local funds. In terms of near-term programming, the region has set-aside roughly \$90 million in STP funds for both road and transit rehabilitation. In some cases, the specific projects have yet to be selected and will be amended into the TIP at a later time.

System Efficiency: This investment category attempts to squeeze more capacity out of the region's existing infrastructure, broaden access to mobility for bicyclists, pedestrians, and wheelchair users and low-income families, and strategies for protecting the region's open space and environment.

During this four-year period, the region has programmed funds to bike and pedestrian projects, transportation for livable communities (TLC), Lifeline, the Spare the Air program, safety projects such as security projects for Bay Area transit operators and regional operations program such as 511 program, regional rideshare, transportation marketing, freeway operations, incident management, and regional signal timing and technical assistance.

Strategic Expansion: This investment category targets investments to expand transportation facilities, where those projects yield high productivity. These investments include high occupancy/toll lanes, highway and rail expansions, transit oriented development policies, goods movement, rapid bus routes/express bus service, etc. All major transit expansions in the TIP are part of "Regional Transit Expansion Policy" (MTC Resolution 3434), which represents the region's consensus agreement on Bay Area transit expansion. More information on the Regional Transit Expansion Policy is available on the MTC Website at <http://www.mtc.ca.gov/planning/rtep/>

The program of projects in the RTP must likewise help protect regional air quality. The next update of the Regional Transportation Plan is scheduled for adoption in early 2009. The Bay Area's Transportation Plan, *Transportation 2030* is available in its entirety on the MTC Website at www.mtc.ca.gov/planning/2030_plan/index.htm

How the Region Develops its TIP

MTC develops the Draft TIP in cooperation with the Bay Area Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of the top managers of some three-dozen agencies responsible for moving people and freight in the Bay Area and for protecting the region's environment. Members include other regional agencies, federal and state agencies, county congestion management agencies (CMAs), public transit providers, and city and county public works representatives. The Board provides a forum for top managers of the region's transportation system to contribute to the policy-making and fund programming activities of MTC, and to improve coordination within the region. The Partnership, working through its committees and task forces, played a significant role in the selection of projects programmed in the 2007 Draft TIP. MTC also consults with officials responsible for other types of planning activities such as land-use, economic development, environmental protection, airports, and freight operations in order to coordinate with MTC transportation planning and programming.

Central to developing the Draft TIP is MTC's process for deciding how to invest "flexible" federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian routes. To develop a plan for spending funds, at the programming discretion of MTC,

MTC works closely with local partner agencies and its citizen-based advisory committees to develop regional priorities.

MTC has adopted a policy to use these flexible federal funds for system preservation, maintenance and more efficient operation of the existing transportation system, which complements the programming of state and local funds primarily for expansion projects. MTC's policy also calls for funding transportation projects that would not be eligible for other funding sources, such as small-scale, community-oriented development linking land use and transportation.

The Draft TIP also includes federal funds that are returned to the region by statutory formula for transit capital and, in very limited circumstances, operating purposes. These funds constitute a baseline of capital revenue for transit operators, which are also able to compete for other discretionary funds.

Most of the projects in the 2007 Draft TIP are carried over from the 2005 TIP. To decide which projects to carryover, MTC asked project sponsors of projects in the 2005 TIP to indicate which of their projects had been completed, were well underway or were still in planning or early implementation stages. During the preliminary review of the Draft TIP, project sponsors also were allowed to propose new projects to be included in the 2007 Draft TIP. A list of all new projects that are non-exempt from air quality conformity analysis were provided to the Air Quality Conformity Task Force (MTC's inter-agency consultation group for air quality purposes) prior to being modeled and added into the draft TIP.

Once the 2007 Draft TIP has been developed, it is then released for a 30-day public review and comment period. As part of the public review process, the draft document is sent to 27 major libraries throughout the Bay Area as well as the MTC-ABAG library. Notices are also sent to an extensive list including transportation agencies, other state, federal and tribal agencies and other transportation interests with the objective to continue the consultation process for transportation planning and investments in the Bay Area. The 2007 Draft TIP is also submitted through intergovernmental review, via the Association of Bay Area Government's Regional Clearinghouse, which notifies all local agencies in the Bay Area and receives their comments. The document can be downloaded from the MTC website (www.mtc.ca.gov). A public hearing is also conducted to solicit public comment. After the close of the public comment period, MTC's response to significant comments are compiled into an appendix in the Final 2007 TIP.

After the public comment period, the 2007 Draft TIP document is then presented to the Commission's Programming and Allocations Committee. After its review, the Committee forwards the document to the full Commission for adoption. After Commission adoption, it is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After review and approval by Caltrans, the Statewide TIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the TIP.

Public Involvement Process

MTC is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement.

The most effective time to involve the public is as early as possible in the development of the transportation improvement program, well before the draft document is circulated. The development of the transportation plan is the earliest and most relevant point for the public participation process; because, it is in this stage where funding priorities are established. As discussed earlier in the "TIP Introduction," MTC's funding programs and the projects flowing from them are derived directly from the policies and the transportation investments contained in the Plan. After the transportation plan, public participation is continued in the development of the funding programs, their project selection processes and finally in the development of the 2007 TIP. MTC provides many methods to fulfill its commitment to public participation, including but not limited to the following elements:

- Posting meetings (including live and archived web casts), publications and other information in a timely manner on the MTC Web site and in the MTC-Association of Bay Area Governments (ABAG) Library.
- Robust public involvement programs for major MTC planning activities, most notably MTC's long-range transportation plan, *Transportation 2030*. Meetings were held throughout the region at times and locations that are accessible by public transportation (including evening meetings). A wide range of stakeholder organizations was targeted for participation, and community-based organizations are contracted with to help MTC design the meetings in a way to encourage participation in low-income and minority communities.
- MTC's extensive public participation program, which was used for the current Regional Transportation Plan (*Transportation 2030*), was extensive and comprehensive involving the broadest spectrum of transportation partners and interests. It involved our Partnership Committees, Minority Citizens Advisory Committee, Elderly and Disabled Committee, Advisory Council, Bicycle and Pedestrian Committees, etc. workshops and community forums, and additional outreach including but not limited to public outreach at the county level through each of the 9 congestion management agencies. A full description of the public participation process is available on MTC's Web site at http://www.mtc.ca.gov/planning/2030_plan/index.htm
- Members of the public may also request to receive meeting agendas and materials through the U.S. mail, and may subscribe to MTC's monthly newsletter, which provides information about major Commission actions. MTC also publishes a range of documents to promote public participation, including a "Citizens' Guide to MTC, Moving Costs, a guide to transportation funding in the Bay Area, among others.
- Public hearings on specific issues are conducted as part of a Commission or committee meeting. Notice of these public hearings is placed in the legal section of at least nine major newspapers in the MTC region, three of which are newspapers circulated in minority communities of the Bay Area. Documents containing the proposals to be considered at MTC public hearings are mailed to major libraries throughout the MTC region prior to public hearings, and are made available to interested citizens upon request. In addition, these documents are placed on file in the MTC/ABAG Library.

Fund Sources Programmed in the TIP

The 2007 Draft TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are Federal Transit Administration (FTA) Programs, Federal Highway Administration (FHWA) Programs, and State, Regional, and Local

Programs. Attachment A, Primary Funding Programs, provides an overview of these programs including the amounts of funding in the Draft 2007 TIP.

Not all state and local funds have to be programmed in the TIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, or if the project funded is considered to be regionally significant, they must be included in the TIP.

Projects in the TIP

Projects in the TIP can range from the very small (e.g. pavement overlays) to the large, more significant infrastructure improvements. For the larger projects, only some project components may be in the four-year TIP given the time necessary to deliver these projects, while the entire project may be included in the 25-year plan, *Transportation 2030*. To illustrate major investments in the 2007 Draft TIP, the top 20 projects in terms of programming levels are included in Attachment B. The complete listing of projects is grouped by county and transit operator, and can be reviewed on our Web Site at <http://www.mtc.ca.gov/funding/tip/> or at the MTC Library.

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Regional Transportation Plan. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding.

Project sponsors (the agencies designated to implement the projects) are responsible for initiating requests for TIP programming, applying for the programmed funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, several joint power authorities, and the individual cities within each county.

Changing the TIP

From time to time, circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval, and consistent with federal procedures for modifications to the Federal Statewide Transportation Improvement Program (FSTIP). These changes, or amendments, should not be considered routine. MTC will consider such amendments when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP.

TIP Development Schedule

May 26, 2006	Draft 2007 TIP and Draft AQ Conformity Analysis released for public review and comment.
June 14, 2006	Public Hearing (during Programming and Allocations Committee mtg.).
June 30, 2006	Close of 2007 Draft TIP/AQ Conformity Analysis public review and comment period.
July 12, 2006	Programming and Allocations Committee review of draft Final document.
July 26, 2006	Commission adoption of the 2007 Draft TIP / AQ Conformity Finding.
July 28, 2006	2007 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA
Oct. 2, 2006	2007 TIP (anticipated) Approval by FHWA / FTA

MTC Contacts for Questions About the TIP

For questions on the TIP, you may contact:

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For detailed information on individual projects, the particular project sponsor or lead-implementing agency should be contacted directly. General information on the transportation financing process can be found in two MTC publications, *Moving Costs: A Transportation Funding Guide for the Bay Area* and the *Citizens' Guide to the Metropolitan Transportation Commission*. Both are posted on MTC's Web site at www.mtc.ca.gov/publications. Printed copies are available through the MTC/ABAG Library and may be ordered via e-mail library@mtc.ca.gov, fax (510.464.7852) or telephone (510.464.7836).

Attachment A
Programmed TIP Funds and Available Revenues
(in thousands of dollars)

	Total Funds Available FY 2007-10	Total TIP Programming FY 2007-10	Unprogrammed Balance	Project Eligibility
Federal				
FTA Section 5307 ¹	907,911	420,568	487,343	Transit capital replacement, transit operations and system enhancements
FTA Section 5309 - Fixed Guideway ¹	519,712	249,101	270,611	Fixed-guideway projects: Rail, ferry, and buses operating on dedicated right-of-way
FTA Section 5309 - Bus ¹	61,385	49,024	12,361	Bus expansion projects selected by U.S. Congress.
FTA Section 5309 - Capital Investment Grants ¹	7,500	7,500		- Nationally competitive program funding fixed-guideway projects
FTA Section 5311 - Non-Urbanized Formula Program	5,040	4,861	179	Available to transit operators and Tribal governments providing transportation services in non-urban areas for capital and operating expenses.
Fed. Discretionary Programs (Earmarks)	365,667	365,667		- Transportation projects selected directly by members of U.S. Congress
STP ²	351,713	162,845	188,868	Funds various MTC programs such as streets and roads rehabilitation, transit capital shortfall program, etc.
CMAQ ²	299,542	101,762	197,780	Funds transportation projects that improve air quality such as the Regional Bicycle/Pedestrian Program and the Transportation for Liveable Communities programs
Other Fed	11,316	11,316		- Combination of miscellaneous federal transportation programs used directly by federal agencies such as the Federal Lands Highway Program
Total Federal	2,529,786	1,372,645	1,157,142	

Programmed TIP Funds and Available Revenues (Continued from previous page)

(in thousands of dollars)

	Total Funds Available FY 2007-10	Total TIP Programming FY 2007-10	Unprogrammed Balance	Project Eligibility
State				
Regional Transportation Improvement Program (RTIP) ³	585,449	557,466	27,983	Five-year capital improvement program of projects selected by MTC working with the CMAAs and approved by the California Transportation Commission. Funded from the State Highway Account and other funding sources
Inter-regional Transportation Improvement Program (ITIP) ³	118,923	116,882	2,041	A subcomponent of the STIP which funds transportation projects crossing metropolitan boundaries and linking the State's transportation system. Projects selected by Caltrans and approved by the California Transportation Commission
SHOPP	1,509,930	1,509,522	408	Purpose of program is to preserve and protect the State Highway System including safety and maintenance projects
TCRP	845,276	845,276	-	149 projects statewide authorized by the Governor
Highway Bridge Rehab. Restoration	144,762	144,762	-	Improves and replaces bridges
Other State ⁴	1,681,483	1,681,483	-	Includes AB1171 and AB144 funds for the San Francisco Bay Bridge East Span Replacement Project.
Total State	4,885,823	4,855,391	30,432	
Regional/Local				
Bridge Toll Funding ⁴	1,288,166	1,063,247	224,919	Tolls collected from seven state-owned toll bridges in the Bay Area funding bridge related projects and specific voter approved projects
Local sales tax funding/Other local funding	5,396,722	5,396,722	-	Includes county sales tax measure funded projects, TDA sales tax funded transit projects, local gas tax subventions, and Garvee Bond financing, etc.
Total regional/local	6,684,888	6,459,970	224,919	

Grand Totals \$ 14,100,497 \$ 12,688,005 \$ 1,412,492

Notes

- 1) The calculation of Section 5307/5309 funding is an MTC estimate based on the guaranteed funding levels and three years of actual data.
- 2) STP and CMAQ funds estimated to be available are amounts estimated to be available to the region by FHWA and Caltrans Office of Transportation Programming.
- 3) Estimated RTIP and ITIP funds are estimated amounts per the latest CTC fund estimate.
- 4) FY 2007-08 funding includes \$87m carryover funding from FY2006-07.

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Attachment B

TOP 20 PROJECTS IN THE DRAFT 2007 TIP

(TOP TWENTY PROJECTS, IN TERMS OF TOTAL PROGRAMMING IN 4-YEAR TIP)

TIP ID	County	Sponsor	Project Name	Project Description	Programmed Amount (FY 2007-10)
ALA977038	Alameda	Caltrans	San Francisco-Oakland Bay Bridge	In San Francisco-Oakland: Bay Bridge; East Span Replacement Project.	\$1,334,520,000
BRT991003	Regional	BART	BART Earthquake Safety Program	BART: Seismic Retrofit Program; Upgrade the entire System against forces from local fault lines using current seismic design standards.	\$1,025,474,000
MTC050009	Regional	Caltrans	Lump Sum SHOPP - Roadway Preservation	Lump Sum Shopp - Roadway Preservation: Various locations; Repair of State highway.	\$546,726,000
BRT030001	Santa Clara	VRTA	BART - Warm Springs to San Jose/ Santa Clara Extension	BART: Extend from Fremont Warm Springs to Milpitas, San Jose and Santa Clara: Env., Preliminary Engineering & ROW Only.	\$564,146,000
MTC050011	Regional	Caltrans	Lump Sum SHOPP - Collision Reduction	Lump Sum Shopp - Collision Reduction: Various locations; Collision Reduction activities on State highway.	\$454,338,000
SM-050002	San Mateo	SMCTA	Dumbarton Bridge Corridor Rail Service	Dumbarton Bridge: ROW procurement to enable rail service over Dumbarton bridge.	\$325,691,000
ALA050015	Alameda	BART	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART to the Southern end of Alameda Co. including new station at Irvington.	\$297,318,000
BRT050003	Regional	BART	BART - Transbay Tube Seismic Retrofit	San Francisco: Transbay Tube; Seismically retrofit the BART Tube/Tunnel which connects Oakland to San Francisco.	\$294,214,000
CC-050025	Contra Costa	CCTA	E-BART - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	\$230,000,000
CC-010002	Contra Costa	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	Caldecott Tunnel: SR 24; Develop and construct 2-lane bore adjacent to existing tunnels.	\$182,510,000
CC-030028	Contra Costa	CCTA	SR 4 East - Widening from Somersville to SR 160	Pittsburg/Antioch: SR 4 from Somersville to SR160; Expand Hwy from 4 lanes to 8 lanes plus including HOV lanes.	\$178,242,000



TIP ID	County	Sponsor	Project Name	Project Description	Programmed Amount (FY 2007-10)
SCL050002	Santa Clara	VTA	VTA Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	\$173,003,000
MRN050018	Marin	GGBHT D	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	\$161,752,000
MTC050006	Regional	Caltrans	Lump Sum SHOPP - Mobility	Lump Sum SJOPP - Operations; Various locations throughout the Region. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	\$153,309,000
ALA991084	Alameda	ACCMA	I-680 Sunol Grade - Alameda South Bound HOV Lane Final Phase	Sunol Grade Corridor: Stone Ridge in ALA to SR 237 in SCL: New HOV lane, shoulders and other project clean up. ALA portion. Additional funding in ALA991084, SCL991076 & SCL991077, ALA990016, ALA010014.	\$151,101,000
ALA070003	Alameda	Caltrans	I-880 Fifth Ave. Bridge Seismic Retrofit/ Replacement	Oakland: On I-880 at Fifth Avenue: Seismic retrofit and Replace bridge (33-27).	\$145,472,000
SM-070008	San Mateo	Caltrain	Caltrain Express: Phase 2	Caltrain Express Phase II; Extend express service including addition of track capacity in key locations and other improvements to facilitate higher levels of Express service.	\$140,000,000
SOL070005	Solano	Solano Co TA	Solano I-80 HOV Lane - Air Base Pkwy to I-505	Vacaville: On I-80 from Air Base Parkway to I-505; Construct EB/WB HOV Lanes.	\$128,000,000
ALA070007	Alameda	Caltrans	I- 880 High Street Bridge Seismic Retrofit/ Replacement	Oakland: On High Street (SR 77) at 880 off ramp; Replace bridge and seismic retrofit (#33-146S & #33-146W).	\$125,732,000
BRT990002	Alameda	BART	BART Oakland Airport Connector	Oakland: Between the Oakland Coliseum BART station & the Oakland International Airport; Construct 3.2 miles fixed guideway connector.	\$109,470,000
Total:					\$6,721,018,000