



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee

DATE: November 5, 2007

FR: Deputy Executive Director, Policy

W. I.

RE: Release of Draft 2007 Transportation Improvement Program/Amendment #07-18 and Draft Conformity Analysis for Public Review

The Bay Area region received \$158.7 million in federal funds from the Urban Partnership Program (UPP) sponsored by the United States Department of Transportation (US DOT). The grant funds a suite of Bay Area projects that centers on a congestion-based toll to manage traffic congestion on Doyle Drive in San Francisco and raise revenue needed to complete funding for the Doyle Drive replacement project. Complementary improvements funded through the Bay Area UPP include: transit service and traffic signal system improvements in the Doyle Drive corridor; a state-of-the-art parking management program in downtown San Francisco; enhancements to the regional traveler information system; and regional transportation electronic payment media. Importantly, US DOT has attached two important conditions to the Bay Area's UPP funding: (1) state legislative authorization for the tolling element must be secured no later than March 31, 2008; (2) all projects must be implemented by September 30, 2009 (see Attachment A for UPP project descriptions).

Both the Transportation 2030 Plan and the 2007 Transportation Improvement Program (TIP) require minor revisions to reflect the infusion of these Urban Partnership Program federal funds. In addition, a conformity analysis is required in order to make a new conformity determination for the 2007 TIP/Amendment #07-18. Both the Draft 2007 TIP/Amendment #07-18 and its conformity analysis are required to be circulated for the 30-day public review period as required by Commission policy (MTC Resolution 3757). Note that our proposal to proceed with a Transportation 2030 Administrative modification would not involve a public review period, and is approved by the MTC Executive Director per Commission Policy (MTC Resolution 3821).

Attached for your review are the following documents:

- **Attachment B: Transportation 2030 Administrative Modification:** An administrative modification means a minor revision to the long-range plan that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates (23 CFR §450.104). MTC proposes to prepare an administrative modification to the Transportation 2030 Plan to reflect the \$158.7 million in federal funds awarded to the Bay Area under the UPP. Funding for all UPP projects is contingent on having authority to implement toll on Doyle Drive effective March 31, 2008 – except \$1.6 million, which is available for pre-implementation activities.

The Transportation 2030 administrative modification includes the following minor revisions:

1. Add the \$158.7 million in Urban Partnership Program federal funds into the financial assumptions for the financially constrained element of the plan;
2. Clarify the project description of existing project #21001 Freeway Traffic Operations to include congestion pricing/tolling elements; and
3. Update the costs and financial information for existing projects receiving UPP funds.

We are awaiting final concurrence from FHWA and FTA on the application of an administrative process to this particular amendment, we shall report on any alternative approach, if required, based on feedback from our federal partners.

- **Attachment C: Draft 2007 TIP/Amendment #07-18:** The 2007 TIP is financially constrained based on revenue estimates from the State at the time of its preparation. The 2007 TIP covers the four fiscal years FY 2006-07 through FY 2009-2010. MTC adopted the 2007 TIP on July 26, 2006 (MTC Resolution No. 3755), and the FHWA/FTA approved the 2007 TIP on October 2, 2006. The 2007 TIP/Amendment #07-18 amends \$159 million in UPP grants toward 10 projects in San Francisco, Marin and Alameda counties. Specifically, the Amendment #07-18 adds funding into eight (8) exempt projects, two (2) new non-exempt projects and updates the funding and scope for another non-exempt project. The amendment also updates the scope and funding of the LAVTA BRT project in Alameda County. See Attachment B for the list of projects to be amended into the TIP (additional project details are available at www.mtc.ca.gov).
- **Attachment D: Draft Conformity Analysis for the 2007 TIP/Amendment #07-18:** Since the 2007 TIP/Amendment #07-18 does not include any new regionally significant projects beyond those currently included in the Transportation 2030 Plan, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Thus, MTC is using the latest conformity analysis for the Transportation 2030 Plan and 2007 TIP/Amendment #07-06 as the basis for the conformity determination for the 2007 TIP/Amendment #07-18. The latest conformity analysis is included in the report "Final Transportation Air Quality Conformity Analysis for the Amendment to the Transportation 2030 Plan and 2007 Transportation Improvement Program Amendment #07-06", which was approved by FHWA/FTA on June 14, 2007.

Staff requests that this Committee release the Draft 2007 TIP/Amendment #07-18 and the Draft Conformity Analysis for a 30-day public review period. The comment period closes at 1:00 p.m. on December 10, 2007. Staff will return to this Committee on December 14, 2007 with a request to approve and refer to the Commission for final approval at its December 19, 2007 meeting.


Therese W. McMillan

Attachment A
Bay Area Urban Partnership Program Projects

SAN FRANCISCO VALUE PRICING PROGRAM

Doyle Drive Congestion Tolling

This project will implement a variable toll to reduce congestion on Doyle Drive and generate revenues for the Doyle Drive reconstruction project. Doyle Drive lies just to the south of the Golden Gate Bridge and acts as a northern gateway to San Francisco. The funds will pay for a FasTrak®-based, barrier-free tolling system that allows variable tolling based on congestion.

Doyle Drive Reconstruction

The Urban Partnership Program funds will help close the funding gap for this project to reconstruct Doyle Drive and improve the seismic, structural, and traffic safety of the roadway within the context of the Presidio of San Francisco, a National Park. The funds will be used to complete design work and right-of-way acquisition leading to the start of construction by 2010.

Marin-San Francisco Ferry Improvements

The Golden Gate Bridge Highway and Transportation District will improve parking at the Larkspur Ferry Terminal. This project will provide expanded transit capacity in the Marin-San Francisco commute corridor as pricing elements are implemented on Doyle Drive.

SFgo Arterial Traffic Management and Transit Signal Priority

SFgo is San Francisco's real-time traffic management and transit signal priority system. The funds will pay for new traffic signal controllers to implement SFgo in key traffic and transit corridors used by Doyle Drive travelers as they move through the Downtown, Civic Center and SOMA areas. SFgo will improve traffic flow and transit performance in these corridors.

San Francisco Smart Parking

San Francisco's "Smart" Parking program will demonstrate variable pricing for parking using real-time technology and TransLink® and other electronic payment systems (such as credit cards and pay-by-cell-phone). This project will implement variable pricing at 13 City-owned garages and on-street parking areas in the Downtown and Civic Center areas. Variable message signs and static guide signs will direct travelers to garages with available spaces.

Integrated Mobility Account

This program will streamline customer access to FasTrak® and TransLink® accounts through a single website. It also will develop customer support capabilities for the San Francisco Value Pricing Program elements such as Doyle Drive tolling and variably priced parking.

REGIONAL TECHNOLOGY

511 Enhancements

Congestion pricing information: The region's 511 system currently provides real-time congestion information and driving times for approximately 95% of the Bay Area's freeway. This project will enable 511 to disseminate pricing-related information for Doyle Drive.

Parking information: Expand the 511 phone and Web services to provide information about parking space availability and pricing in San Francisco, and allow customers to reserve spaces in municipal parking lots where this option exists.

Real-time transit information: Provide real-time transit information via 511 phone and web for San Francisco Muni, which provides service on Doyle Drive and throughout San Francisco.

Multi-modal trip planner: Integrate the 511 system's transit and traffic information into a more comprehensive tool to compare multi-modal trip planning alternatives on the phone and web.

Test Vehicle Infrastructure Integration (VII)

VII is widely considered the enabling technology of the future for both road pricing and traffic management. A California VII testbed will open in 2008 along the U.S. 101 corridor in San Mateo and Santa Clara counties. This project will expand the testbed to test the dynamic pricing concept alongside the FasTrak[®] technology on Doyle Drive.

Regional Electronic Parking Payment and Dynamic Pricing (\$2 million)

This project will add parking payment functionality to the TransLink[®] transit fare payment system¹ and/or the FasTrak[®] electronic toll collection system for use at parking meters or garages. The project involves (1) development of a software interface that allows the meters to deduct value from a TransLink[®] card; and (2) updates to the TransLink[®] systems' "back end" to enable processing of parking meter transactions.

OTHER PROJECTS

AC Transit Travel Demand Forecasting

This project will develop and apply simplified travel forecasting approach for use in the Grand/MacArthur bus rapid transit corridor in Oakland, California. Currently, the project is in the preliminary stages of development. Work undertaken through this grant will help develop ridership estimates needed to build consensus with local jurisdictions regarding the type and level of improvements needed to improve travel time in the corridor and reduce bus delay.

Evaluation of Urban Partnership Program

Evaluation is a central component of the Urban Partnership Program. This effort will be undertaken in cooperation with US DOT to better understand which programs work most effectively, and how the Bay Area's experience will translate to other regions around the country.

¹ TransLink[®] is the Bay Area's regional transit fare payment system, which will enable Bay Area transit riders to use a single reloadable smart card to board any public transit system in the nine-county San Francisco Bay Area.

Attachment B
Transportation 2030 Administrative Modification

REVISED DRAFT
ADMINISTRATIVE MODIFICATION
TRANSPORTATION 2030 PLAN
FOR THE SAN FRANCISCO BAY AREA

November 9, 2007



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Administrative Modification to the Transportation 2030 Plan for the San Francisco Bay Area

1. Introduction

The Metropolitan Transportation Commission adopted the Transportation 2030 Plan for the San Francisco Bay Area on February 23, 2005 (MTC Resolution No. 3681) and amended it on May 23, 2007 (MTC Resolution No. 3804).

The Transportation 2030 Plan represents a strategic investment plan to improve system performance for Bay Area travelers over the next 25 years and includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. Key investments focused on adequate maintenance, system efficiency and operations, and strategic expansion. The Plan is made up of two separate elements. The “financially constrained” element includes those transportation projects that would be funded through revenues projected to be reasonably available over the 25-year horizon of the plan. The more comprehensive “vision” element identifies illustrative transportation projects that would be funded through revenue measures that may become available in the future through either legislative action or voter mandate.

This document is an administrative modification to the Transportation 2030 Plan to reflect the \$158.7 million in federal funds awarded to the San Francisco Bay Area from the U.S. Department of Transportation (US DOT) under the Urban Partnership Program (UPP). As an Urban Partner, the San Francisco Bay Area is to implement the San Francisco Value Pricing Program, which features tolling to manage congestion on Doyle Drive, along with a number of complementary improvements to transit service, traffic flow and real-time traveler information, and state-of-the-art parking management program. Funding for all UPP projects is contingent on having authority to implement toll on Doyle Drive effective March 31, 2008 – except \$1.6 million, which is available for pre-implementation activities.

1I. Administrative Modification to the Transportation 2030 Plan

An administrative modification means a minor vision to the long-range plan that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates (23 CRF §450.104). Furthermore, an administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination in nonattainment and maintenance areas (23 CRF §450.104). As stipulated in MTC’s Public Participation Plan (MTC Resolution 3821), an administrative modification does not involve public review and is approved by the MTC Executive Director. Upon approval, the administrative modification would be posted on MTC’s Web site at www.mtc.ca.gov.

This administrative modification to the Transportation 2030 Plan consists of the following revisions:

1. Add the \$158.7 million in Urban Partnership Program federal funds into the financial assumptions for the financially constrained element of the plan, increasing the projected 25-year revenues for Federal revenues in the financially constrained element from \$13 billion to \$13.2 billion (rounded). In total, the 25-year revenue estimate for the plan increases from \$120 billion to \$120.2 billion (rounded).
2. Clarify the project description of existing project #21001 Freeway Traffic Operations to include congestion pricing/tolling elements, and update the costs and financial information. This project includes congestion pricing/tolling elements that would be needed to implement congestion pricing on an existing freeway, including the elements needed for the Doyle Drive Value Pricing Program funded through the UPP.
3. Update the costs and financial information for existing projects receiving UPP funds.

Note that while several existing projects are included in the UPP, neither their project costs nor the financial information require revisions; the financially constrained funding for these projects are sufficient. Only those projects requiring minor revisions are cited in this administrative modification.

Table 1 reflects the above revisions to Appendix One of the Transportation 2030 Plan. No other changes are proposed in this administrative modification.

Table 1: Revisions to Appendix One – Projects By County

Proposed Revisions Shown in Bold and Italics.

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
Bay Area Region/Multi-County						
94089	Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick Street (includes Route 1/US 101 interchange improvements)	\$810.0	\$810.0		Funded with State Highway Operation and Protection Program (SHOPP) funds , Urban Partnership Program, congestion tolls, and other funds	Update Notes.
21001	Free Traffic Operations (includes Traffic Operations System/ Transportation Management Center enhancements, Freeway Service Patrol, incident management, congestion pricing and related project elements , and technical assistance)	\$546.7	\$190.0	\$356.7	Partially funded with Prop. 1B Corridor Mobility Improvement Account and Urban Partnership Program funds	Clarify the project description to include congestion pricing/tolling elements, and update project cost and finance plan.
Alameda County						
22013	I-580 corridor improvements (widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville Road, construct HOV direct connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road [Altamont Summit], and improve LAVTA express bus route and acquire express buses)	\$455.0	\$455.0		Resolution 3434 Regional Transit Expansion Program Project (includes Regional Measure 2 Toll Bridge Program funds)	Clarify the project description to include LAVTA express bus improvements
San Francisco County						
21506	Advanced Technology and Information Systems (Sfgo)	\$58.0	\$8.0 \$32.5	\$50.0 \$25.5	2003 Proposition K sales tax and Urban Partnership Program project	Update finance plan.
Marin County						
22157	Park-and-ride lots for support of Regional Express Bus service	\$15.3	\$5.0 \$12.8	\$10.3 \$2.5		Update project cost and finance plan

III. Approval of the Administrative Modification to the Transportation 2030 Plan

The Transportation 2030 Plan, along with May 2007 Amendment and this administrative modification, taken together, constitute the complete Transportation 2030 Plan document.

An administrative modification is not subject to public review and is to be approved by the MTC Executive Director.

The approval of the administrative modification to the Transportation 2030 Plan is contingent upon the San Francisco Bay Area having authority to implement toll on Doyle Drive effective March 31, 2008.

Approved to this ___day of __, 2007

Steve Heminger
Executive Director

Attachment C: 2007 TIP Amendment #07-18 Project List

APPENDIX A: LIST OF PROJECT AND FUNDING TO BE AMENDED INTO THE 2007 TIP AMENDMENT 2007-18

TIP ID	RTP ID	AQ STATUS	SPONSOR	COUNTY	PROJECT NAME	REASON FOR AMENDMENT	FUNDING CHANGE
ALA070021		Non-Exempt, Non-Regionally Significant	LAVTA	ALA	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Update project scope and funding.	\$ 13,401,000
ALA070058	21160	Exempt	AC Transit	ALA	Grand/MacArthur Blvd Corridor Improvements	Amend in new project funded with Urban Partnership grant of \$350k.	\$ 350,000
MRN070018	22157	Non-Exempt, Non-Regionally Significant	GGBHTD	MRN	Larkspur Ferry Terminal Parking Improvements	Amend new project funded with \$12.8M in Urban Partnership Grant.	\$ 12,800,000
REG070010	21005	Exempt	MTC	REG	Reg Parking Payment/Integrated Mobility Account	Amend in \$2M in Urban Partnership Program grants.	\$ 2,000,000
SF-070040	21005	Exempt	SF MTA	SF	SF Downtown Parking Management	Amend in \$20m of Urban Partnership Grants.	\$ 20,000,000
SF-070041	21005	Exempt	SF County TA	SF	SF Integrated Mobility Account	Amend in \$11.2M Urban Partnership Program Grants	\$ 11,200,000
SF-070042	21005	Exempt	SF County TA	SF	Urban Partnership Program Evaluation	Amend in \$400k in Urban Partnership Program grants.	\$ 400,000
REG050017	21008	Exempt	MTC	REG	511 Traveler Information	Amend in \$6.6M in Urban Partnership Grants	\$ 6,600,000
SF-070030	21506	Exempt	SF MTA	SF	SFgo-Corridor Management	Amend in Urban Partnership grant of \$58m.	\$ 58,000,000
SF-070043	94089	Non-Exempt, Non-Regionally Significant	SF County TA	SF	Doyle Drive Congestion Tolling	Amend in project funded with \$12m in UPP Grants.	\$ 12,000,000
SF-991030	94089	Exempt	SF County TA	SF	US 101 Doyle Drive Replacement	Exchange RIP funds of \$54m with Local funds and reprogram to FY11. Also amend in \$35.5 m in Urban Partnership Grants and update project costs.	\$190,000,000

TOTAL \$326,751,000

Attachment D
Draft Conformity Analysis for the 2007 TIP/Amendment

ADMINISTRATIVE DRAFT

**TRANSPORTATION AIR QUALITY
CONFORMITY ANALYSIS**

FOR
2007 TRANSPORTATION IMPROVEMENT PROGRAM/AMENDMENT #07-18

DRAFT: November 9, 2007

Public Review Period: November 9, 2007 – December 10, 2007



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I. SUMMARY OF CONFORMITY ANALYSIS

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The current 2007 TIP was developed to be consistent with MTC's Transportation 2030 Plan, the region's 25-year strategic investment plan for transportation projects in the nine-county San Francisco Bay Area. MTC adopted the 2007 TIP on July 26, 2006 (MTC Resolution No. 3755).

The 2007 TIP/Amendment #07-18 amends \$159 million in US DOT Urban Partnership Pilot Program Grants (UPP) into 10 projects in San Francisco, Marin and Alameda counties. The intent of the UPP is to encourage the implementation of congestion pricing and other innovative approaches to tackling traffic congestion in the nation's urban areas. The amendment also updates the scope and funding of the LAVTA BRT project in Alameda County.

Since the 2007 TIP/Amendment #07-18 does not include any new regionally significant projects beyond those currently included in the Transportation 2030 Plan, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Thus, MTC is using the latest conformity analysis for the Transportation 2030 Plan and 2007 TIP/Amendment #07-06 as the basis for the conformity determination for the 2007 TIP/Amendment #07-18. The latest conformity analysis is included in the report "Final Transportation Air Quality Conformity Analysis for the Amendment to the Transportation 2030 Plan and 2007 Transportation Improvement Program Amendment #07-06", which was approved by FHWA/FTA on June 14, 2007.

For purposes of the conformity analysis, we state for the record:

1. Latest Planning Assumptions, Emissions Model and Budget Comparison. No new regional emission analysis was necessary for this conformity determination. As stated above, this conformity determination is based on the regional emissions analysis performed for the Amendment to the Transportation 2030 Plan and 2007 TIP/Amendment #07-06. Please refer to the above referenced Conformity Report for the details of this analysis.
2. TCM Implementation: The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan are fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current. Please refer to the above referenced Conformity Report for the details of this analysis.

3. Reliance on the Previous Regional Emissions Analysis: Since the conformity determination for the 2007 TIP/Amendment #07-18 relies on the previous regional emissions analysis, MTC is required to meet the requirements of 40 CFR §93.122(g), which are as follows:

(g) Reliance on previous regional emissions analysis.

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan’s and/or TIP’s regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

(i) Not regionally significant; or

(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan’s regional emissions at the time of the transportation plan’s conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

*Transportation Air Quality Conformity Analysis
For 2007 Transportation Improvement Program/Amendment #07-18*

The 2007 TIP/Amendment #07-18 meets these requirements:

- The TIP contains all projects, which must be started in the TIP's timeframe in order to achieve the highway and transit system envisioned by the transportation plan.
 - All TIP projects which are regionally significant are included in the Transportation 2030 Plan and have a design concept and scope adequate to determine their contribution to the Transportation 2030 Plan's regional emissions at the time of the regional transportation plan's conformity determination.
 - The design concept and scope of each regionally significant project in the TIP is not significantly different from those described in the Plan.
 - All projects in the 2007 TIP/Amendment #07-18 are from a conforming Plan. Allocating funds to these projects will not delay the implementation of projects in the Plan or TIP, which are necessary to achieve the highway and transit system envisioned by the Plan.
4. Results of Previous Regional Emissions Analysis Comparing the Motor Vehicle Emissions to Budgets: Motor vehicle emissions in the Bay Area must not exceed the applicable budgets measured in tons per day for volatile organic compounds (VOCs), nitrogen oxides (NOx) and carbon monoxide (CO) as contained in the State Implementation Plan (SIP). The vehicle activity forecasts (Table 2) and motor vehicle emissions calculations (Tables 3A and 3B) for the previous emissions analysis are provided below. The results of the previous regional emissions analysis show that regional emissions are below the applicable budgets. Please refer to the above referenced Conformity Report for details on this analysis.

**TABLE 2
VEHICLE ACTIVITY FORECASTS***

	2006	2007	2015	2025	2030
Vehicles in Use	5,084,099	5,146,988	5,884,899	6,769,168	7,269,775
Daily VMT (1000s)	172,298	174,090	194,776	218,793	232,621
Engine Starts	33,893,781	34,247,285	38,510,161	43,292,850	45,971,240

*VMT forecasts have been adjusted per CARB recommended methods (see Appendix B)

**TABLE 3A
EMISSIONS BUDGET COMPARISONS FOR OZONE
(TONS/DAY WITH BUDGETS BASED ON SF BAY AREA-EMFAC 2000 AND ON ROAD
MOTOR VEHICLE EMISSIONS USING MORE CURRENT EMFAC 2002, V2.2)**

Year	VOC Budget	On-Road Motor Vehicles VOC	TCMs*	Net Emissions
2006	164.0	126.5	(0.3)	126.2
2007	164.0	116.3	(0.3)	116.0
2015	164.0	68.6	(0.3)	68.3
2025	164.0	44.6	(0.3)	44.3
2030	164.0	38.2	(0.3)	37.9

Year	NO _x Budget	On-Road Motor Vehicles NO _x	TCMs*	Net Emissions
2006	270.3	248.8	(0.5)	248.3
2007	270.3	229.8	(0.5)	229.3
2015	270.3	123.5	(0.5)	123.0
2025	270.3	67.0	(0.5)	66.5
2030	270.3	55.9	(0.5)	55.4

*The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

**TABLE 3B
EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE**

Year	2004 CO Budget*	Estimated CO
2006	1,850	1,320.0
2007	1,850	1,204.9
2015	1,850	647.8
2018 (interpolated)	1,850	558.5
2025	1,850	350.2
2030	1,850	297.0

* 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas

5. Financial Constraint. The 2007 TIP is financially constrained based on revenue estimates from the State at the time of its preparation. The 2007 TIP covers the four fiscal years FY 2006-07 through FY 2009-2010. The FHWA/FTA approved the 2007 TIP on October 2, 2006. Amendment #07-18 adds funding into eight (8) exempt projects, two (2) new non-exempt projects and updates the funding and scope for another non-exempt project. Funds added are from the UPP grants awarded to the region by the US DOT.

6. Interagency and Public Consultation. The prior regional conformity analysis leading to FHWA and FTA's approval in May 2007 underwent extensive agency and public consultation as documented in the Conformity Report. For 2007 TIP/Amendment #07-18, MTC initially consulted on this amendment with its Air Quality Conformity

Task Force on ____, 2007. Describe Planning Committee review and approval process here.

II. RESPONSE TO COMMENTS

Forthcoming. This draft conformity analysis will be released for a 30-day public review and comment period beginning on ____, 2007 and ending at 1:00 pm on ____, 2007. MTC will respond in writing to all written comments on this draft conformity analysis, and will then prepare a final conformity analysis (which includes response to comments).

The draft conformity analysis will be presented for review at the ____, 2007 Planning Committee meeting; and a final conformity analysis will be presented for final approval at the ____, 2007 ____ meeting. The final conformity analysis will be then submitted to the Federal Highway Administration and Federal Transit Administration for joint review as required by 40 CFR 93.104 and 23 CFR 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule.

III. CONFORMITY FINDINGS

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's regulations and with the Bay Area Air Quality Conformity Procedures adopted by MTC as Resolution No. 3757.

- The 2007 Transportation Improvement Program/Amendment 07-18 provide for implementation of TCMs pursuant to the following federal regulation:

(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).

- For carbon monoxide, motor vehicle emissions in the 2007 Transportation Improvement Program/Amendment 07-18 are lower than the transportation conformity budget in the SIP.
- For Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), motor vehicle emissions in the 2007 Transportation Improvement Program/Amendment 07-18 are also lower than the applicable motor vehicle emission budgets for the 8-hour ozone standard.

Attachment D
Draft Conformity Analysis for the 2007 TIP/Amendment

APPENDIX A: 2007 TIP/AMENDMENT 07-18 PROJECT LISTING

APPENDIX A: LIST OF PROJECT AND FUNDING TO BE AMENDED INTO THE 2007 TIP AMENDMENT 2007-18

TIP ID	RTP ID	AQ STATUS	SPONSOR	COUNTY	PROJECT NAME	REASON FOR AMENDMENT	FUNDING CHANGE
ALA070021		Non-Exempt, Non-Regionally Significant	LAVTA	ALA	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Update project scope and funding.	\$ 13,401,000
ALA070058	21160	Exempt	AC Transit	ALA	Grand/MacArthur Blvd Corridor Improvements	Amend in new project funded with Urban Partnership grant of \$350k.	\$ 350,000
MRN070018	22157	Non-Exempt, Non-Regionally Significant	GGBHTD	MRN	Larkspur Ferry Terminal Parking Improvements	Amend new project funded with \$12.8M in Urban Partnership Grant.	\$ 12,800,000
REG070010	21005	Exempt	MTC	REG	Reg Parking Payment/Integrated Mobility Account	Amend in \$2M in Urban Partnership Program grants.	\$ 2,000,000
SF-070040	21005	Exempt	SF MTA	SF	SF Downtown Parking Management	Amend in \$20m of Urban Partnership Grants.	\$ 20,000,000
SF-070041	21005	Exempt	SF County TA	SF	SF Integrated Mobility Account	Amend in \$11.2M Urban Partnership Program Grants	\$ 11,200,000
SF-070042	21005	Exempt	SF County TA	SF	Urban Partnership Program Evaluation	Amend in \$400k in Urban Partnership Program grants.	\$ 400,000
REG050017	21008	Exempt	MTC	REG	511 Traveler Information	Amend in \$6.6M in Urban Partnership Grants	\$ 6,600,000
SF-070030	21506	Exempt	SF MTA	SF	SFgo-Corridor Management	Amend in Urban Partnership grant of \$58m.	\$ 58,000,000
SF-070043	94089	Non-Exempt, Non-Regionally Significant	SF County TA	SF	Doyle Drive Congestion Tolling	Amend in project funded with \$12m in UPP Grants.	\$ 12,000,000
SF-991030	94089	Exempt	SF County TA	SF	US 101 Doyle Drive Replacement	Exchange RIP funds of \$54m with Local funds and reprogram to FY11. Also amend in \$35.5 m in Urban Partnership Grants and update project costs.	\$ 190,000,000

TOTAL \$ 326,751,000