


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

 Metropolitan Transportation Commission

August 2010



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 focusing on the Transportation Improvement Program or TIP, which is developed 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 cannot 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, rail, bicycle and pedestrian facilities. The Commission also screens requests from local agencies for 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, 101 municipalities, and more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 19-member policy board. Fourteen 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 describes the transportation investment priorities of the region that have a federal interest.

It lists all surface transportation projects that have a federal interest — meaning projects 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 four-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 four-year period.

The TIP lists projects for a period of four years. MTC is required to update the TIP per federal law; MTC updates it every other year.

The TIP identifies a future commitment of funding and signifies regional consensus that a project 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. This may occur only after the California Department of Transportation (Caltrans) and 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."

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 four-year timeframe of the TIP.

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 that are reasonably expected to be available over the four-year timeframe of the TIP. In order 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.

What the TIP is not

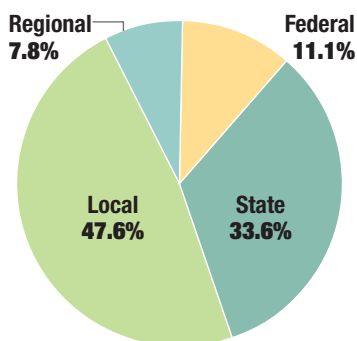
The TIP schedule of project implementation is NOT fixed. The time-frame shown in the TIP is the “best estimate” at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can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

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.

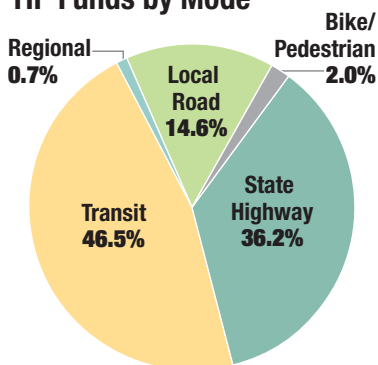
A summary of the 2011 TIP

The Bay Area’s 2011 TIP includes nearly 1,000 transportation projects, and a total of approximately \$11.1 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2014. See the next page for a map of projects with costs greater than \$200 million.

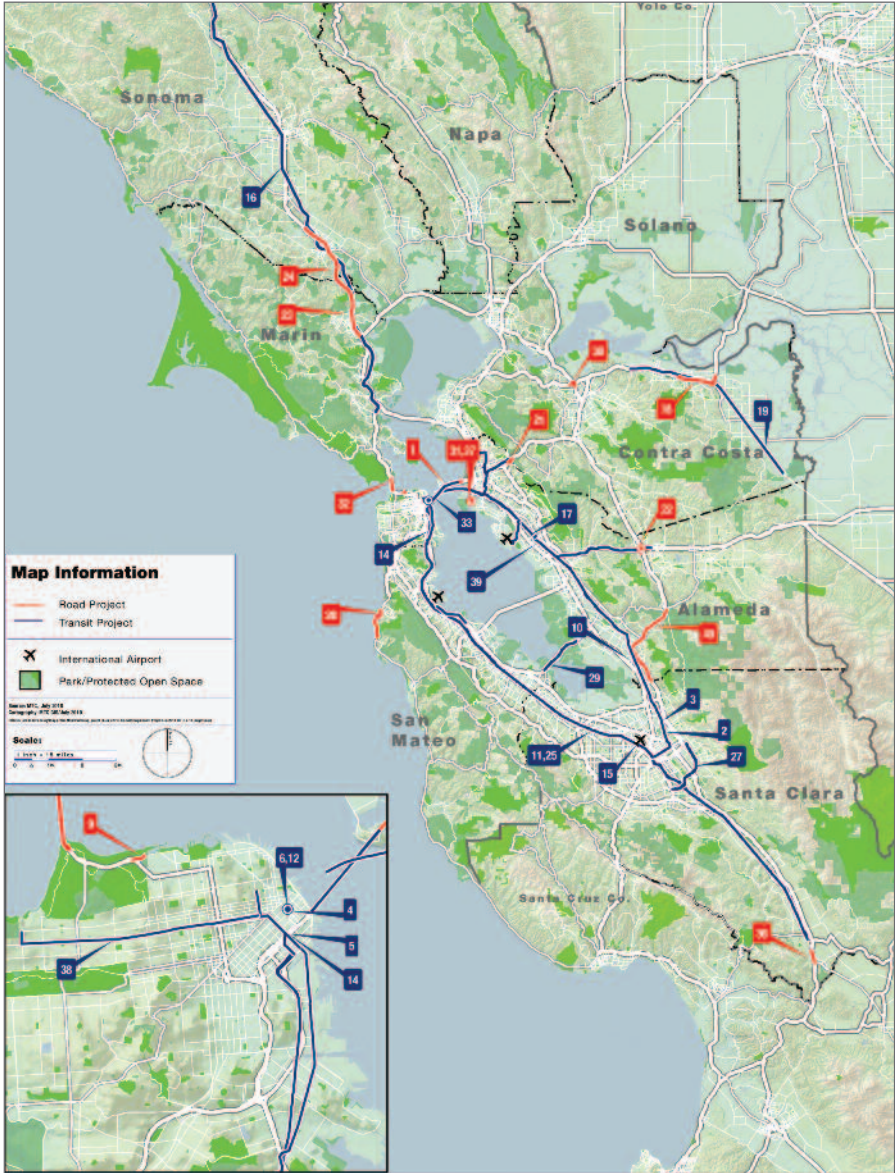
TIP Funds by Source



TIP Funds by Mode



Projects in the 2011 TIP With Costs Greater Than \$200 million



Projects in the 2011 TIP Over \$200 Million

BLUE Transit Project
RED Road Project

- 1.** **San Francisco-Oakland Bay Bridge**
Alameda County
\$5.66 billion
- 2.** **BART – Berryessa to San Jose Extension**
Santa Clara County
\$5.01 billion
- 3.** **BART – Warm Springs to Berryessa Extension**
Santa Clara County
\$2.57 billion
- 4.** **Transbay Terminal/Caltrain Downtown Extension – Ph.1**
San Francisco County
\$1.58 billion
- 5.** **SF Muni Third St LRT Ph. 2 Central Subway**
San Francisco County
\$1.57 billion
- 6.** **Transbay Transit Center – TIFIA Loan Debt Service**
San Francisco County
\$1.18 billion
- 7.** **BART Seismic Retrofit Program****
Multiple Counties
\$1.06 billion
- 8.** **BART Railcar Replacement Program****
Multiple Counties
\$1.02 billion
- 9.** **US-101 Doyle Drive Replacement**
San Francisco County
\$954.8 million
- 10.** **BART – Warm Springs Extension**
Alameda County
\$890 million
- 11.** **Caltrain Electrification**
Multiple Counties
\$78 million
- 12.** **Transbay Terminal/Caltrain Downtown Extension – Ph. 2**
San Francisco County
\$637 million
- 13.** **BART Car Exchange (Preventive Maintenance)****
Multiple Counties
\$618.5 million
- 14.** **3rd St LRT: Ph. 1 & Metro E. Rail Facility**
San Francisco County
\$595 million
- 15.** **San Jose International Airport People Mover**
Santa Clara County
\$508 million
- 16.** **Sonoma Marin Area Rail Corridor**
Sonoma County/Marin County
\$490.8 million
- 17.** **BART Oakland Airport Connector**
Alameda County
\$484.3 million
- 18.** **SR-4 East Widening from Somersville to SR-160**
Contra Costa County
\$464.4 million
- 19.** **E-BART – East Contra Costa County Rail Extension**
Contra Costa County
\$463.25 million
- 20.** **Valley Transportation Authority: Preventive Maintenance****
Santa Clara County
\$430.9 million
- 21.** **SR-24 – Caldecott Tunnel 4th Bore**
Alameda County/
Contra Costa County
\$420.3 million
- 22.** **I-580/I-680 Improvements**
Alameda County
\$392.5 million
- 23.** **US-101 HOV Lanes – Marin-Sonoma Narrows (Marin)**
Marin County
\$372.7 million
- 24.** **US-101 Marin-Sonoma Narrows (Sonoma)**
Sonoma County
\$372.7 million
- 25.** **Caltrain Express: Phase 2**
Multiple Counties
\$368.5 million
- 26.** **AC Transit: Preventive Maintenance Program****
Alameda County
\$346.5 million
- 27.** **Capitol Expressway LRT Extension**
Santa Clara County
\$334 million
- 28.** **SR-1 Devils Slide Bypass**
San Mateo County
\$322.8 million
- 29.** **Dumbarton Rail Service**
Alameda County/San Mateo County
\$301 million
- 30.** **I-680/SR-4 Interchange Reconstruction – Phases 1-5**
Contra Costa County
\$297.5 million
- 31.** **Outer Harbor Intermodal Terminals**
Alameda County
\$274.3 million
- 32.** **Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
Marin County/San Francisco County
\$274 million
- 33.** **BART Transbay Tube Seismic Retrofit**
Multiple Counties
\$265.3 million
- 34.** **Freeway Performance Initiative (FPI)****
Multiple Counties
\$243.9 million
- 35.** **El Camino Real Bus Rapid Transit****
Santa Clara County
\$233.4 million
- 36.** **SR-25/Santa Teresa Blvd/US-101 Interchange**
Santa Clara County
\$233 million
- 37.** **7th Street Grade Separation and Roadway Improvement**
Alameda County
\$220.5 million
- 38.** **Geary Bus Rapid Transit**
San Francisco County
\$219.8 million
- 39.** **Enhanced Bus – Telegraph/International/East 14th**
Alameda County
\$209.2 million
- 40.** **I-680 Sunol Grade – Alameda SB HOV, Final Phase**
Alameda County
\$203 million

** These projects not shown on map

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

Regionally significant projects must be first identified in the region's long-range regional transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan, currently the Transportation 2035 Plan for the San Francisco Bay Area, is required by federal law and is a blueprint for transportation investment decisions over a 25-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The TIP translates recommendations from the Transportation 2035 Plan into a short-term (four year) program of improvements focused generally 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. Prior to 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 from 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; and city and county public works representatives. The Partnership Board and sub-committees 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, 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, and the individual cities within each county.

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 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 congestion management agency, transit operator, or county may propose projects.

Follow a Transportation Project From Idea to Imp

New Project Ideas & Local Review

MTC's Regional Long-Term Transportation Plan

MTC's Project Selection Process

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 detail 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.

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

Every four years MTC updates the Regional Transportation Plan, looking forward 25 years. 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 — provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

Once local agencies submit their RTP applications, the RTP process begins.

Project Selection

Funding Levels, Programs/Initiatives

short-term revenue. Projects are ranked by how much funding they can receive over a two-to-three year period.

Project Selection Criteria

For competitive funding, MTC is guided by a set of criteria that it adopts minimum standards for projects. Criteria to evaluate projects include:

Project Selection Process

program, project location, etc. MTC's criteria are based on the Congestion Management Agency's (CMA) Regional Transportation Plan. The CMA board. Some funding is non-competitive and is funded according to a formula or vote.

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 improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the key opportunity for transportation investment!

- ▶ 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.
- ▶ Comment at public hearings. Contact the Commission on Transportation at public hearings.
- ▶ Follow the work of the Council on Transportation at www.mtc.ca.gov

Implementation

MTC's Project Selection Process

Construction/Implementation

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

Selection Process

Programs Established for RTP

Initiatives: Guided by the RTP and revenue estimates, MTC decides which programs to apply to programs over a four-year period at a time.

Program Criteria Developed:

MTC identifies programs under its control, reviews them by the RTP and develops and publishes program project requirements and funding priorities to aid and prioritize projects.

Selection: Depending on the funding sources, projects may be selected using either the RTP or by the county Congestion Management Agency, the California Transportation Commission or a transit agency. Funding programs are established in the RTP, meaning projects are selected according to a pre-determined RTP-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 four-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 updates the TIP every two years, and 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).

How to Participate within the MTC process to comment on a project or

participate in MTC committee-level and board-level meetings, special studies and workshops. For more information, contact the staff of MTC's Policy Advisory Board which advises the Commission at www.mtc.ca.gov/get_involved.

- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).
- ▶ Check MTC's web page for committee agendas and to keep current on activities (www.mtc.ca.gov).

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.

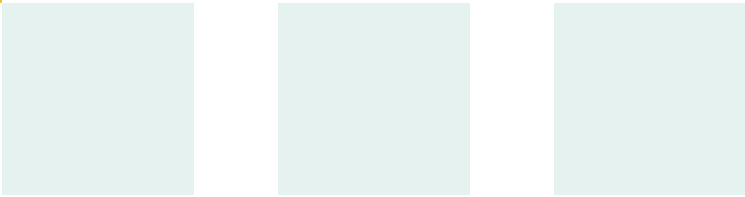
Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources 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 constructed or 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 30-day 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 web site; 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 Web site at www.mtc.ca.gov/get_involved/participation_plan.htm.

For more information

Visit the MTC web site 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 Library.

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

MTC Staff Contacts

Transportation Improvement Program

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Federal Transit Administration Programs

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gtepke@mtc.ca.gov

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

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)
707.428.7635

Golden Gate Bridge, Highway & Transportation District
415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)
925.455.7500

Napa County Transportation 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 & Parking
707.543.3333

Sonoma County Transit
707.585.7516

Transbay Joint Powers Authority
415.597.4620

Vallejo Transit
707.648.5241

Western Contra Costa Transit Authority
510.724.3331

Major Airports and Seaports

Port of Oakland
510.627.1210

Port of San Francisco
415.274-0400

Oakland International Airport
510.627.1100

San Jose International Airport
408.501.7600

San Francisco International Airport
415.821.5000

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 &
Development
Commission
415.352.3600

Congestion Management Agencies

Alameda County Trans-
portation Commission
510.836.2560

Contra Costa
Transportation Authority
925.256.4700

Transportation Authority
of Marin
415.226.0815

Napa County Transporta-
tion 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 Trans-
portation Authority
408.321.2300

Solano Transportation
Authority
707.424.6075

Sonoma County Trans-
portation Authority
707.565.5373

State Agencies

California Air Resources
Board
916.322.2990

California Highway
Patrol, Golden Gate
Division
707.648.4180

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

Metropolitan Transportation Commission Roster

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