

2011 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

October 27, 2010

MTC Resolution No. 3975

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The Transportation Improvement Program (TIP)

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds or are subject to a federally required action or are regionally significant. The Metropolitan Transportation Commission (MTC), as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. The 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. Federal regulations also require an opportunity for public comment prior to TIP approval.

Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP. Apart from some improvements to the region’s airports, seaports, and privately owned bus and rail facilities, all regionally significant transportation projects or projects requiring federal action are part of the TIP. All projects included in the MTC-prepared TIP must be consistent with the Regional Transportation Plan (RTP) for the Bay Area.

The 2011 TIP: Features and Highlights

- The 2011 TIP addresses the requirements under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). Approximately every six years, the U.S. Congress adopts a transportation act—an authorization to spend tax dollars on highways, streets, roads, transit and other transportation related projects. Congress had intended SAFETEA to sunset on September 30, 2009; but has been extending the legislation through continuations, pending the passage of a new Surface Transportation Act.
- The 2011 TIP includes approximately 996 transportation projects that are inclusive of several grouped listings or lump-sum entries for certain program categories, such as state highway maintenance.
- The 2011 TIP covers four years of programming for fiscal years 2010-11 through 2013-2014.
- The 2011 TIP includes federal, state, and local programming of projects totaling approximately \$11.1 billion during the 4 year TIP Period.
- The 2011 TIP includes total project funding (including the funding prior to, within the TIP Period and after the four-year TIP period) totaling \$56.1 billion.

The 2011 TIP may be viewed online on the MTC Web site at: <http://www.mtc.ca.gov/funding/tip>.

As an added feature, individual project listings may also be viewed interactively with the latest information as the TIP is amended through MTC's online (web based) Fund Management System (FMS) at http://www.mtc.ca.gov/funding/fms_intro.htm.

Some of the listed projects have been mapped to present the online reader with a visual location of the project. Those without access to the Internet may view a printed copy of the project listings at the MTC-ABAG Library in Oakland at 101 Eight Street, and at major public libraries in the Bay Area.

Transportation 2035 (RTP) and the TIP

The current Regional Transportation Plan (RTP), *Transportation 2035*, is the Bay Area's comprehensive roadmap to guide transportation investment over 25 years. 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. The RTP is updated every four years to reflect new planning priorities and changing projections of growth and travel demand, based on a realistic forecast of future revenues. The program of projects in the RTP must also help protect regional air quality. *Transportation 2035* is available at the MTC-ABAG Library and online at http://www.mtc.ca.gov/planning/2035_plan.

Economy, Environment, Equity

The vision for *Transportation 2035* is rooted in the Three Es of Economy, Environment and Equity. The vision is to support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient, regional transportation system. The eight goals that the Commission adopted for *Transportation 2035*, including the new climate protection goal and the new transportation security and emergency management goal, give more specific expression to region's commitment to the Three E principles. The policies and investments in *Transportation 2035* are designed to help achieve these goals and to advance the Three Es.

A performance-based planning approach was used to help focus on measurable outcomes of potential investments and the degree to which they support stated policies. The use of performance measures in the Bay Area's long-range transportation plan was not new with *Transportation 2035*. However, with *Transportation 2035*, MTC used performance metrics to drive the visioning efforts and inform investment trade-offs prior to making investment decisions. The analysis focused on reducing vehicle miles traveled, congestion, carbon dioxide and particulate emissions, and improving affordability. In addition to the infrastructure packages, an assessment of both a pricing strategy and land-use strategy was conducted. In addition, a project-level performance assessment was conducted. Virtually all projects proposed for inclusion in the plan were tested to determine whether they helped advance the Three E's. And a rigorous benefit/cost analysis was performed on regionally significant, large-scale projects to determine which projects provided the "biggest bang for the buck."

Two key supplemental reports to *Transportation 2035* provide more information related to the Three Es and the performance assessment:

1. Equity Analysis Report (MTC, February 2009): The *Equity Analysis Report* is intended to measure both the benefits and burdens associated with the transportation investment alternatives included in the *Transportation 2035 Plan*, and to make sure that minority and low-income communities share equitably in the benefits of the plan's investments without bearing a disproportionate share of the burdens. The report is included as Appendix A-5.
2. Performance Assessment Report (MTC, December 2008): Three performance-based analyses informed development of the *Transportation 2035 Plan*: 1) Vision Scenario Assessment; 2) Project Performance Assessment; and 3) Proposed Investment Performance Assessment. The report is included as Appendix A-6.

The Commission also established a set of performance objectives that further support the Three Es and the plan goals. These performance objectives are numerical benchmarks to measure the region's progress in carrying out the vision. These targets are aimed at reducing vehicle miles traveled, congestion, carbon dioxide and particulate matter emissions, and collisions/fatalities; decreasing the transportation and housing costs of low-income families; and improving maintenance and security.

The Commission will periodically measure progress made toward the performance objectives, and may consider changes, substitutions or deletions of the performance objective(s) to better align with Commission policy or respond to new circumstances. The assessment of the performance objectives will occur as part of the region's annual "State of the System" report and as part of each update of the long-range plan.

Further in June 2010, staff provided a Snapshot Analysis to the MTC Planning Committee. The Snapshot Analysis was based on a recommendation in the *Transportation 2035 Equity Analysis Report* and is intended to drill-down on key transportation-related indicators in order to assess current differences between low-income and minority communities relative to the other communities and to track changes over time. Regular updates to these indicators will inform multiple regional planning efforts, including the RTP and its associated Equity Analysis, the sustainable communities strategy, and development of the Coordinated Public Transit–Human Services Transportation Plan.

Staff also completed an investment analysis with a focus on low-income and minority populations (Appendix A-2). The key question asked in the investment analysis is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?"

This analysis attempts to take a relatively conservative approach to assigning investments (or "benefit") to low-income households given some of the limitations of the analysis. The results suggest that according to several indices, the 2011 TIP invests greater public funding to the benefit of low-income and minority communities than their proportionate share of the region's population or trip-making as a whole.

- The two approaches both concluded in the aggregate that there is a relatively higher proportional investment in the 2011 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations. The following table summarizes these results.

Findings for Aggregate Analysis		
	Share of 2011 TIP Investment	Share of Total Trips/Population
Population Use-Based		
<i>Low-Income</i>	23%	16% (total trips)
<i>Minority</i>	49%	42% (total trips)
Geographic-Based	37%	33% (population - community of concern)

- In delving deeper into the investments by mode, one finds that the results are more mixed. For example, within the population use-based analysis for transit, the results showed that for low-income populations, the share of investment (54 percent) was slightly lower than the share of trips (56 percent). The share of investment in minority transit trips (59 percent), while greater than the minority share of the total population, was also slightly less than the share of transit trips made by minority populations (60 percent). The results were not uniform across all racial minority groups. For streets and road investments, the findings were generally reversed, with a greater or equal share of investment as compared to trips for both low-income and minority populations. In no case, however, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.

The analysis is a companion to the TIP and will make more user-friendly investment data available to the public. Staff envisions the analysis will be dynamic and will evolve based on feedback from stakeholders going forward. In addition to enhancements to the low-income and minority population focused investment analysis, future analyses could look at different focus areas.

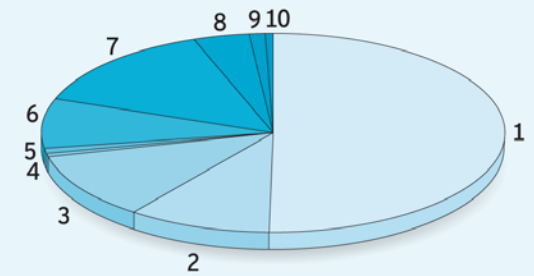
Investment Decisions

Transportation 2035 dedicates 72% of the \$218 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 9% of the investment, and strategic expansion projects at roughly 19%.

Transportation 2035 evaluates and formulates funding strategies to support all the components of the Bay Area's transportation system including but not limited to transit operations and capital maintenance, the operation and maintenance of the state and local road systems, and transportation system management. Where shortfalls have been identified, *Transportation 2035* identifies strategies to address these shortfalls. The policies of *Transportation 2035* (T-2035), the Bay Area's regional transportation plan, favor the sustaining and maintaining of the transportation system as the first line need, by funding roughly 82% of the transit operating and capital replacement costs for Bay Area transit providers and 68% of the streets and roads maintenance on the Metropolitan Transportation System (MTS).

The Bay Area's Transportation Plan, *Transportation 2035* is available in its entirety on MTC's website at www.mtc.ca.gov/planning/2030_plan/index.htm.

Transportation 2035 Plan Expenditures



	Billions of Dollars	Percent of Total
Maintenance		
1 Transit	\$ 111	51%
2 Highway	\$ 22	10%
3 Local Roads	\$ 24	11%
System Efficiency		
4 Transit	\$ <1	<1%
5 Highway	\$ 3	1%
6 Local Roads	\$ 17	8%
Expansion		
7 Transit	\$ 30	14%
8 Highway	\$ 8	4%
9 Local Roads	\$ 3	1%
10 Risk Contingency	\$ <1	<1%
Total Expenditures	\$218	100%

By comparison, the TIP covers a four-year period and includes \$11.1 billion in programming. For the TIP, the breakdown of expenditures is roughly:

- Adequate Maintenance - \$2.6 billion, or 24%
- System Efficiency - \$2.0 billion, or 18%
- Strategic Expansion - \$6.5 billion, or 59%

The TIP is limited to projects and programs with a federal interest; locally-funded transit operations and maintenance, and local streets and roads maintenance are generally not included in the TIP.

More detail on the mode and purpose of projects in the TIP is included as Figure 3.

A brief discussion of the three primary investment categories from the RTP and the more specific near-term funding strategies in the TIP follows. For more detail, the Investment Plan from *Transportation 2035* can be found in Appendix A-27, "Financial Plan."

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 (refer to "Projects in the 2011 TIP Over \$200 Million" later in this document).

The investment level for streets and roads in the 2011 TIP is projected to preserve pavement in the same "fair" condition as it is now. One of the main differences between the TIP and *Transportation 2035* is that much of the revenue for streets and roads rehabilitation is through gas tax subventions that are included in the long-range plan but are not required to be part of the TIP, because these projects are funded with local dollars. In terms of near-term programming, the region has set-aside roughly \$100 million in federal STP funds for road rehabilitation, which has already been programmed (committed) in the TIP.

To address transit capital maintenance needs, T-2035 investments will address the entire shortfall for bus, rail car and ferry vehicle replacement, but just one-quarter of the shortfall for other high-priority investments.

Also an assessment of 10-year needs and revenues demonstrates that if programming for transit capital replacement and rehabilitation projects is constrained to match projected Federal Transit Administration formula funds over the 10-year period, funds are projected to exceed the capped needs through FY 2013, followed by annual shortfalls when expenditures on major vehicle replacement projects for BART, Caltrain and SFMTA peak later in the decade (see Appendix A-11). In anticipation of needs and to smooth out cash flow during this 10-year period, the Commission has already established an approach of creating reserves, including a \$150 million vehicle procurement reserve to meet future programming needs. In addition, the Commission has directed \$125 million of STP funds to supplement FTA formula programs to support future major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs. The Commission would commit the STP funding within two years followed by a TIP revision to commit these funds to transit.

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

During this four-year period, the region has programmed funds to bicycle and pedestrian projects, Transportation for Livable Communities (TLC) projects; Lifeline Transportation Program projects; the Climate Initiatives Program; safety projects and security projects for Bay Area transit operators; regional operations program such as the 511 program, regional rideshare, and transportation marketing, freeway operations including the Freeway Performance Initiative, incident management, and regional signal timing and technical assistance. Roughly \$300 million of STP and CMAQ funds have been programmed in the 2011 TIP to support these activities.

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 MTC Resolution 3434 (Appendix A-3, "Regional Transit Expansion Program"), which represents the region's consensus agreement on Bay Area transit expansion.

Major strategic expansion projects with the highest levels of programming in the 2011 TIP include among others the following:

- BART extension from Fremont to Warm Springs
- Transbay Terminal in San Francisco / Caltrain Downtown Extension – Phase 1
- Caldecott Tunnel 4th bore
- AC Transit Bus Rapid Transit
- State Route 4 East Widening from Somersville to SR 160

For the complete list of projects with total project cost greater than \$200 million in the 2011 TIP, refer to "Projects in the 2011 TIP Over \$200 Million" and "Grouped Listings in the 2011 TIP Over \$200 Million" later in this document.

As mentioned above, the impact of the TIP on regional air quality also must be evaluated. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the

TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. The Air Quality Conformity Determination for the 2011 TIP is attached as Appendix A-25.

Regional Transportation Plan (RTP) Consistency

Only projects consistent with the Regional Transportation Plan (RTP) were included in the 2011 TIP as required by federal law. This means that even fully funded projects were excluded from the 2011 TIP if they were inconsistent with the RTP. Projects are reviewed for consistency with the RTP, as they are submitted for various funding programs, and as they are amended into the TIP for the first time. Consistency also includes the requirement that project costs in the TIP do not exceed those in the RTP's funding constrained investment plan.

The next update of the Regional Transportation Plan is scheduled for adoption in early 2013. The TIP will be revised concurrently with adoption of the new RTP.

Congestion Management Process

Responding to SAFETEA, MTC updates its congestion management process (CMP) approximately every two years. The approach of the CMP recognizes existing planning processes that form the foundation of the Bay Area region's efforts to improve mobility and manage congestion. The congestion management process for the Bay Area identifies congested areas and mobility issues through routine monitoring; identification, evaluation and selection of strategies to address congestion and mobility issues; and implementation of the selected strategies. The strategies include performance monitoring, county congestion management plans, short range transit plans, major corridor studies, the Transportation Improvement Program (TIP), and the Regional Transportation Plan (RTP) along with other planning activities. The CMP has a list of focus tasks (projects and studies arising from diverse, established activities addressing congestion management and mobility) and these tasks ultimately provide information on developing transportation investment priorities which feed back into the regional planning process and the programming of projects in the TIP. The most recent CMP was adopted in 2010 and is attached in Appendix A-34.

System Preservation, Operation, and Maintenance Costs

Both the TIP and the Plan need to take into account the estimated costs of maintaining and operating the total transportation system. The 2011 TIP is the programming document that implements the policies, strategies and projects contained in *Transportation 2035*. *Transportation 2035* emphasizes system preservation, operations and maintenance. Firstly, projects which are directly programmed by the Commission are selected for a number of key programs developed to address various transportation needs expressly identified in *Transportation 2035*. For example, MTC's Local Streets and Roads Rehabilitation Shortfall Program provides funding to project sponsors based on rehabilitation needs identified in the Plan. Also FTA Formula funding programs (among other funding programs) address transit operators' maintenance needs. Secondly, funding for projects programmed to the region by entities other than MTC, such as the State, is included in the TIP. In particular the State Highway Operation and Protection Program (SHOPP) funds are incorporated into the TIP to meet the operation and maintenance requirements of the State highway system. Below are key programs in the TIP which address system preservation, operation, and maintenance of the transportation system:

- **State Highways: State Highway Operation and Protection Program (SHOPP):** The SHOPP is a program of projects administered by Caltrans designed to preserve and protect the existing State highway system. The California Department of Transportation is required to prepare a 10-year plan for the rehabilitation and reconstruction of all state highways and bridges. The plan then becomes the basis for developing the SHOPP. SHOPP projects fall into six major categories: Collision Reduction, Bridge Preservation, Roadway Preservation, Roadside Preservation, Mobility and Emergency Response. Projects are approved for inclusion in the SHOPP on a statewide competitive basis, initiated by the Caltrans District Offices, with safety as the highest priority.
- **Local Streets and Roads:** Maintenance costs for San Francisco Bay Area local roadway infrastructure (pavement, non-pavement and locally owned bridges) are determined using a process that incorporates pavement management programs and analysis completed by jurisdictions. The information on local street and road needs feeds into the Regional Transportation Plan and into the MTC Local Streets and Roads Shortfall Program, which directs funding to streets and roads rehabilitation projects, which are programmed in the TIP. Refer to Appendix A-35 for more detailed information and Streets and Roads needs and analysis.
- **Transit Operations and Rehabilitation:** The TIP includes a Financial Capacity Assessment for public transit in the region, which assesses the financial state of the transit operators in the region and initiatives being undertaken to maintain the existing capital plant and service operations.

TIP Development and Schedule

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 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 2011 TIP.

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 facilities. To develop a plan for spending funds for the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC works closely with local partner agencies and its citizen-based Policy Advisory Council to develop regional priorities. The priorities stem from the long-range plan, *Transportation 2035*.

Most of the projects in the 2011 TIP are carried over from the 2009 TIP. To decide which projects to carryover, MTC requested project sponsors of projects in the 2009 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 2011 TIP. A list of all new projects

was provided to the Air Quality Conformity Task Force (MTC's inter-agency consultation group for air quality purposes) prior to being added into the draft TIP. This list of new projects can be found in Appendix A-28.

Once the 2011 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 34 major libraries throughout the Bay Area as well as the MTC-ABAG library. Notices are also sent to an extensive list of interested parties 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 2011 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 is compiled into Appendix A-38 in the Final 2011 TIP. This review process is conducted according to the Public Participation Plan (PPP) process adopted by MTC. The PPP is detailed in a later section.

After the public comment period, the 2011 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. The 2011 TIP is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After a comment period and review and approval by Caltrans, the FSTIP 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. The 2011 TIP schedule is as follows:

- July 20, 2010: Air Quality Conformity Task Force Meeting
- August 6, 2010: Draft 2011 TIP and Draft Air Quality Conformity Analysis released for public review and comment.
- September 8, 2010: Public Hearing (during Commission meeting).
- September 22, 2010: Public Hearing (during Programming and Allocations Committee meeting).
- September 30, 2010: Close of 2011 Draft TIP/Air Quality Conformity Analysis public review and comment period.
- October 13, 2010 MTC Programming and Allocations Committee Review of Draft TIP and Air Quality Conformity Analysis and referral to Commission
- October 27, 2010: Final 2011 TIP and Final Air Quality Conformity analysis approved by Commission
- December 15, 2010: 2011 TIP Approval by FHWA / FTA (anticipated date)

Public Participation 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 process for updating and amending the Transportation Improvement Program (TIP) is directed by procedures contained in the MTC Public Participation Plan. MTC provides many methods to fulfill this commitment, as outlined in MTC's Public Participation Plan (PPP) Resolution No. 3821. The Public Participation can be downloaded from MTC's website at http://www.mtc.ca.gov/get_involved/participation_plan.htm, and is included in Appendix A-4. Note that the Public Participation Plan is currently being updated to address changes in the MTC advisory committee structure, Title VI requirements, and other technical changes in other areas. Because the public review period is taking place concurrently with the development and approval of the 2011 TIP, it is important to access the newest version of the PPP on our website for the most recent public participation and agency consultation policies regarding the TIP.

Further, Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. The TIP and the Public Participation Plan satisfy the public participation requirements for the POP. Public notices of public involvement activities and times established for public review and comment on the TIP state that they satisfy the POP requirements of the Section 5307 Program.

Public Participation Approach for the Transportation Improvement Program

MTC has consulted extensively with agencies and Tribal Nations affected by transportation decisions, in the preparation of the current *Regional Transportation Plan, Transportation 2035*. For the 2011 TIP, this consultation was continued as follows:

Project sponsors including the California Department of Transportation (Caltrans) local jurisdictions and transit operators: Project sponsors and their county Congestion Management Agencies (CMAs) reviewed and consulted with MTC on each of their respective projects in the TIP. Furthermore, through the Bay Area Partnership, these agencies are involved every step of the way in the establishment of MTC programs and the selection of project criteria and delivery of transportation projects contained in the TIP.

- MTC and other regional agency staffs meet periodically with the Tribal Nations in the region to consult with them on the development of the Regional Transportation Plan and related programming processes. During the development of the current RTP Tribal Summit was held to discuss respective MTC and tribal roles in the development of transportation plans and programs in the Bay Area.
- Air Quality consultations on air quality issues occur through the Air Quality Conformity Task Force (including the BAAQMD as well as representatives of the US EPA, California Air Resources Board (ARB), Federal Highway Administration and Federal Transit

Administration and state and local transportation agencies) which review the 2011 TIP and its air quality conformity analysis.

- Over 2000 Notices on the 2011 Draft TIP were mailed out along with instructions on how to access and comment on the 2011 Draft TIP on the MTC website. The mailing roster targeted the agencies involved in the preparation of the Transportation Plan including Tribal Nations. Additionally, state agencies and local agencies were consulted through the Intergovernmental Review Process (Association of Bay Area Government's Area-wide Clearinghouse)
- MTC has recently published a Guide to the San Francisco Bay Area's TIP targeted to the public. The objective of the guide is to better explain what the TIP is in the context of a larger planning and project development process. The Guide is posted on the MTC website and was distributed to the public at various workshops including the public hearing and other events. MTC also distributed the guide to state, local and federal resource agencies and tribal nations as part of our consultation on the development of the 2011 TIP. The Guide is included as Appendix A-24 and is available on MTC's website at http://www.mtc.ca.gov/funding/tip/DRAFT_2011/Guide_to_TIP_8-10.pdf.
- MTC's compliance with the California Environmental Quality Act (CEQA) for the Regional Transportation Plan also serves as the framework to consult, as appropriate with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation other public officials and agencies, in the development of the RTP. Two scoping workshop meetings were held on March 10, 2008 and March 13, 2008, to discuss preparation of the Draft Environmental Report required under the (CEQA) for the RTP Update and as consultation for the T-2035 RTP. At those meetings, the development of the TIP was presented and connections with the RTP were highlighted.

Revisions to 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 revisions to the Federal Statewide Transportation Improvement Program (FSTIP). MTC will consider such revisions 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.

The TIP revision process is further outlined in the MTC TIP Revision Process and Procedures document included in Appendix A-33 and by the MTC Public Participation Plan, which is available in Appendix A-4.

Relationship of the TIP to Other Federal and State Transportation Programs

Federal Statewide Transportation Improvement Program

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all projects with federal funds, those that require a federal action and regionally significant transportation projects throughout the state. In California, regional TIPs are included in the FSTIP without modification once approved by the relevant Metropolitan Planning Organization (MTC, in the case of the Bay Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or the California Department of Transportation (Caltrans), can “obligate” funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these monies.

State Transportation Improvement Program

The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well.

The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California, called the Regional Transportation Improvement Programs (RTIP). The CTC releases a Fund Estimate informing each region how much money it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided up throughout the state.

Caltrans proposes another element of the STIP for the CTC to adopt, known as the Interregional Transportation Improvement Program, or ITIP. The ITIP comprises the remaining 25 percent of STIP funding. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state’s transportation system; for example, intercity rail, interregional highways and the like.

TIP Period

The number of years of programming included in the TIP varies by fund source. Per federal regulations, four years of programming are contained in the 2011 TIP, Fiscal Years (FYs) 2010-11 through 2013-14. In the case of some FTA funded projects, carryover funding from prior TIPs is included and noted as “prior year carryover funding.” In addition, estimated funding for projects in future years (beyond the four years that comprise the 2011 TIP) is included for information.

Fund Sources Programmed in the TIP

The 2011 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

- Section 5307
- Section 5309 Fixed Guideway
- Section 5309 (BUS)
- Capital Investment Grants
- Section 5310 Elderly and Disabled Program
- Section 5316 Job Access and Reverse Commute Program (JARC)
- Section 5317 New Freedom Program
- Federal Discretionary Programs (Earmarks)

Federal Highway Administration (FHWA) Programs

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Other Federal Discretionary Programs including high priority projects and other earmarks
- Urban Partnership Program (UPP) funds

State, Regional, and Local Programs

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. Such state and local fund sources can include the following:

- State Transportation Improvement Program (STIP), comprising the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP)
- Proposition 1B Bond Funds, approved by voters in 2006, which includes Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), and Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds;
- State Highway Operations and Protection Program (SHOPP);

- Transportation Development Act (TDA) & State Transit Assistance (STA) funds;
- Proceeds from county half-cent transportation sales taxes, and sales taxes for transit;
- Regional Measure 1 (RM 1) and Regional Measure 2 (RM 2) bridge toll funds;

Various other funds programmed to regionally significant, locally funded projects.

Project Funding Selection

Development of Project Proposals

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. Questions regarding specific details of projects listed in the TIP should be directed to the project sponsors.

Project Selection Processes

The process by which a project is selected for programming utilizing federal, state, and regional funds, depends on the type of project, and the specific fund source being sought. Once selected, the project is then eligible for inclusion in the TIP. Below is a listing of the major processes and MTC resolutions that describe the selection processes. The resolutions are available on the MTC Website at <http://www.mtc.ca.gov/funding/tip/> and as appendices to this document.

Regional Transit Expansion Program, Resolution No. 3434.....	Appendix A-3
Coordinated Public Transit-Human Services Transportation Plan, Resolution No. 3787.....	Appendix A-7
Transportation for Livable Communities	Appendix A-8
Transit Capital Priorities, Resolution No. 3908	Appendix A-11
New Transportation Authorization Act - STP/CMAQ – Cycle 1, Resolution No. 3925.....	Appendix A-13
Lifeline Transportation Program Guidelines, Resolution No. 3860	Appendix A-15
FTA Elderly and Persons with Disabilities Program, Resolution No. 3919	Appendix A-16
FTA Nonurbanized Area Formula Program of Projects, Resolution No. 3935.....	Appendix A-17
2008 Regional Transportation Improvement Program (RTIP),	

Resolution No. 3840.....Appendix A-18
2010 Regional Transportation Improvement Program (RTIP),
Resolution No. 3938.....Appendix A-19
New Freedom Program, Resolution No. 3930Appendix A-20

Air Quality Conformity

Under federal law and regulations, the TIP must be analyzed by MTC to determine if it conforms to the Bay Area’s approved federal Air Quality Plan (also referred to as the State Implementation Plan, or SIP). Motor vehicle emissions are modeled, considering all projects in the TIP, and must not exceed the Motor Vehicle Emissions Budget (MVEB) identified in the SIP and approved by EPA. In addition, the TIP must provide for the timely implementation of strategies to reduce emissions that are in the SIP, called Transportation Control Measures (TCMs).

Using the latest planning assumptions, MTC conducted a new air quality conformity analysis for the 2011 TIP. The conformity determination was made under the motor vehicles emissions budget contained in the 2001 1-Hour Ozone Attainment Plan for the ozone precursors and the 2000 Carbon Monoxide Maintenance Plan. The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan have been fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current.

A copy of the analysis is included as Appendix A-25, to the TIP document and is available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and on the MTC Web Site at: <http://www.mtc.ca.gov/funding/tip/>

Grouped (Lump Sum) Listings in the TIP

Federal regulations 23 CFR 450.216 and 450.324 allow projects exempt from air quality conformity analysis listed under 40 CFR 93.126 &127, Tables 2 & 3, to be grouped within the TIP. The process for including, or amending a project in the grouped (lump sum) listing, must follow the process and procedures (Appendix A-33) for state-managed grouped project listings, as agreed to by the California Federal Programming Group (CFPG), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). It is intended that MTC’s Grouped (Lump Sum) Listings in the TIP follow, and adhere to the provisions of the State-Managed Grouped Project Listings Process.

Examples of some of the groupings include, but are not limited to the following:

- Highway Bridge Program (HBP)
- Local Seismic Safety Retrofit
- Highway Safety Improvement Program (HSIP)
- High Risk Rural Roads Program(HR3)
- Safe Routes to School (SR2S)
- Local Section 130 / Grade Crossing

Projects Implementing the Americans with Disabilities Act (ADA)

Consistent with Federal requirements, the 2011 TIP identifies projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans.

The Americans with Disabilities Act (ADA) requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Federal regulations allow each rail system operator to designate certain stations as key stations and to make these readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. Most of the projects adopted in the key station plans have been implemented. Appendix A-31 lists some of the ongoing ADA implementation projects.

TIP Project Implementation

Federal regulations require that the TIP list major projects from the previous TIP that were implemented. Appendix A-29 is the list of all the 530 completed projects being archived during the 2011 TIP process that were present in the 2009 TIP. This list does not include the projects that are in the 2011 TIP with no funding within the 2011 TIP Period but are listed in the TIP for illustrative purposes. In addition to meeting federal regulations, this also aids in monitoring the effectiveness of the programming process. The breakdown of the funds into federal, state and local funds of the archived projects is as follows.

Type of Funding	Total Project Cost	Percent Split	Cost within the 2009 TIP Period	Percent Split
Federal	\$2,330,974,952	39.1%	\$227,508,906	53.3%
State	\$800,825,077	13.4%	\$47,692,250	11.2%
Regional	\$1,008,720,591	16.9%	\$3,554,000	0.8%
Local	\$1,815,287,380	30.5%	\$147,952,497	34.7%
Total	\$5,955,808,000	100.0%	\$426,707,653	100.0%

Project Funding Delivery

The region has established funding deadlines for certain FHWA-administered funding, including Surface Transportation Program (STP) and Congestion Mitigation and Air Quality improvement (CMAQ) funds, to ensure timely project delivery against state and federal funding deadlines. The Region's Project Funding-Delivery Policy (MTC Resolution No. 3606) establishes a standard policy for enforcing project funding deadlines and project substitutions for these, and other FHWA-administered funds during Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period. Projects selected to receive federal funds must have a demonstrated ability to use the funds within the established regional, state and federal funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

MTC staff actively monitor and report the obligation status of projects to the Bay Area Partnership. The Partnership working groups will monitor project delivery issues as they arise and make recommendations as necessary. Specific provisions of the Regional project Funding-

Delivery Policy are contained within MTC Resolution No. 3606, which is included as Appendix A-21.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated/transferred by the Federal Highway Administration (FHWA) or obligated by the Federal Transit Administration (FTA), or awarded in a FTA grant. This improves the overall management of federal Obligation Authority (OA) within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

Projects selected for federal funding must have a demonstrated ability to use the funds within the established federal, state and regional funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

Toll Credits

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

Toll credits are not additional funds, but may be used in lieu of the non-federal match, bringing federal participation in a project to 100 percent of the project cost. The TIP must remain fiscally constrained when using toll credits in lieu of the non-federal match. Tracking of Toll Credits is performed through MTC's Fund Management System (FMS). State Toll Credits policies and procedures are included in the Appendix A -31.

Annual Listing of Obligated Projects

By federal requirement, MTC publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The publication of this list is in response to 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) as revised by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) that require "...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP)."

When a project reaches a point that funds will need to be expended, a request is sent from Caltrans to the Federal Department of Transportation requesting verification that there are funds available for reimbursement. This verification of fund availability "obligates" the funds for use as

soon as expenditures occur. Fund obligations are a measure of the progress being made on a project. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. It is possible that unused funds may be credited back when not needed at the completion of a project phase resulting in a negative obligation. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded.

The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's Web site: <http://www.mtc.ca.gov/funding/delivery/> or by calling MTC's Library at 510.817.5836. The list for FY 2008-09 is included in Appendix A-22.

Expedited Project Selection Process

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450.330 allow for the movement of projects within the period of the TIP and FSTIP subject to procedures agreed to by partnering agencies, including the State and transit operators within the region. MTC, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region has a process in place, as outlined below, developed in consultation with the region's transportation partners that permits the movement of projects consistent with the Expedited Project Selection Process outlined in Code of Federal Regulations (CFR) 450.330. The projects listed within the TIP have all been selected based on the regulations in 23 CFR Part 450. Federal Regulation 23 CFR Part 450.330 allows for the movement of projects within the TIP/FSTIP subject to procedures agreed to by the partnering parties. This procedure is outlined as follows.

All movements must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding of the TIP.

For regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and other funds administered by the Federal Highways Administration (FHWA), MTC has developed a project funding delivery policy through extensive consultations with its regional transportation partners including the Bay Area transit operators, Congestion Management Agencies (CMA's), counties, FHWA, FTA and Caltrans. The *Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised July 23, 2008)* details how project-funding deadlines and fund management requirements are enforced and how projects may be moved within the time period of the adopted TIP. The policy satisfies the requirement of the expedited project selection procedures as stated in CFR 450.330. The project funding delivery policy is also embedded in the TIP amendment procedures, adopted along with the 2011 TIP. Although a TIP amendment is not required at the time a project is moved, an amendment may be processed following each federal fiscal year to reconcile the TIP for financial constraint purposes.

For projects within the State Transportation Improvement Program (STIP), MTC will move projects subject to amendment or allocation approval by the California Transportation Commission (CTC). Caltrans may move projects in the State Highway Operation Protection

Program (SHOPP) document within the TIP/FSTIP period without amending the TIP, with notification to MTC.

Caltrans Division of Local Assistance has implemented a project selection process for the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), Safe Routes to School (SR2S) Program and other State-administered Local Assistance programs to produce the TIP listing of projects. This process was developed in cooperation with the implementing agencies, FHWA, the MPOs, and HBP Advisory Committee. Caltrans, MTC and the transit operators agree that the Caltrans Division of Local Assistance may move projects within the HBP, HSIP, SR2S and other State-administered Local Assistance programs within the TIP/FSTIP period without amending the TIP, with notification to MTC.

For FTA administered funds, projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.

Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request Advance Construction Authorization (ACA) from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until OA and apportionment becomes available. In accordance with the Regional Project Funding Delivery Policy (MTC Resolution No, 3606), projects using ACA or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of Obligation Authority is limited.

Financial Constraint

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2011 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (Federal FY 2010-11 through FY 2013-14), and has found the 2011 TIP to be financially constrained by program and by year.

Additionally, this constraint requirement applies to each of the four program years and because the San Francisco Bay Area is an air quality non-attainment area, only projects with committed or reasonably available funded committed to the project may be programmed in the first two years of the TIP.

Fiscal constraint requirements encompasses both the operation and maintenance of capital projects in the TIP and the estimated costs of maintaining and operating the transportation system as a whole. The framework of both MTC's current Regional Transportation Plan and 2011 Transportation Improvement Program meet this requirement.

The 2011 TIP is a compilation of mostly previously programmed projects, reflecting previous programming actions by the Commission. Examples include Corridor Mobility Improvement Account (CMIA) program, Urban Partnership Program (UPP), Proposition 1B projects, the Regional Transportation Improvement Program (RTIP), federal transit formula grant projects (Section 5307 and 5309), Surface Transportation Projects (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Activities (TE) authorized by the extension of SAFETEA. The TIP also includes Toll Bridge projects and regionally significant local projects

approved and funded by transportation agency partners and/or referenda. Examples here include the recent voter approved toll increase in the Bay Area, Regional Measure 2, and the two new county sales tax measures for transportation in Marin and Sonoma counties.

The constrained 2011 TIP also includes available State funds, including Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP) funds, utilizing the latest fund estimates, and funding actions by the State.

MTC continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the TIP project listing. Any significant changes are reviewed by MTC and its transportation partners; and, if needed, MTC will take appropriate actions, such as a TIP Amendment, to maintain the financial constraint state of the TIP.

Primary Funding Programs

Descriptions and Availability Summary

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2011 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (Federal FY 2010-11 through FY 2013-14), and has found the 2011 TIP to be financially constrained. The following is a financial summary of the primary fund sources within the four years of the TIP (**all dollar amounts shown in thousands**).

Federal Funds

Federal Transit Administration Section 5307 - The FTA Urbanized Area Formula (Section 5307) funds are distributed to urbanized areas by the Federal Transit Administration based on population and service factors for the five large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and by population factors for the seven small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma. MTC prioritizes these funds for transit capital replacement projects such as revenue vehicles and fixed guideway, however, some funds are used for transit operations and system enhancements. MTC adopted a program for FY 2009-10, FY 2010-11 and FY 2011-12 Section 5307 funds in July 2009. However, only the first two years have been amended into the TIP. The FY 2011-12 program is expected to be amended into the TIP in spring 2011 in conjunction with the annual Program of Projects TIP amendment which will reconcile the FY 2010-11 program with actual apportionments. The 5307 program is updated periodically to assure the most critical projects move forward. Revenue estimates may include prior year carryover funds.

FTA 5307	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$225,593	\$234,617	\$244,002	\$253,762	\$957,974
Programmed Amount	\$216,453	\$ --	\$ --	\$ --	\$216,453
Unprogrammed Balance	\$9,140	\$234,617	\$244,002	\$253,762	\$741,521

Federal Transit Administration Section 5309-Fixed Guideway (FG) – The FTA Fixed Guideway Modernization (Section 5309 FG) funds are distributed by a formula based on fixed guideway service factors to large urbanized areas. MTC programs the FTA 5309 FG funds

using the same criteria and schedule as the FTA Section 5307 funds. The eligibility for these funds, however, are limited to the region's fixed guideway systems including rail, ferry, and buses operating on dedicated right-of-way. MTC adopted a program for FY 2009-10, FY 2010-11 and FY 2011-12 Section 5309 FG funds in July 2009. However, only the first two years have been amended into the TIP. The FY 2011-12 program is expected to be amended into the TIP in spring 2011 in conjunction with the annual Program of Projects TIP amendment which will reconcile the FY 2010-11 program with actual apportionments. The 5309 FG program is updated periodically to assure the most critical projects move forward. Revenue estimates may include prior year carryover funds.

FTA 5309 FG	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$135,668	\$141,095	\$146,739	\$152,608	\$576,110
Programmed Amount	\$128,994	\$ --	\$ --	\$ --	\$128,994
Unprogrammed Balance	\$6,674	\$141,095	\$146,739	\$152,608	\$447,116

Federal Transit Administration Section 5309 Bus and Bus Facilities – The FTA Section 5309 Bus program is a discretionary program used to fund bus and bus facility expansion and enhancement projects. Funds are distributed directly to transit operators and other agencies by FTA, either through Congressional earmarks or competitive grant programs administered by FTA. Since the funds are purely discretionary, they cannot be programmed prior to congressional action. Section 5309 Bus funds for FY 2010-11 will be amended into the TIP after Congress appropriates and FTA allocates the funds, most likely in spring 2011 in conjunction with the annual Program of Projects TIP amendment.

FTA 5309 BUS	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$33,381	\$34,716	\$36,105	\$37,549	\$141,752
Programmed Amount	\$492	\$ --	\$ --	\$ --	\$7,314
Unprogrammed Balance	\$32,889	\$34,716	\$36,105	\$37,549	\$134,438

Federal Transit Administration Capital Investment Grants – The FTA Capital Investment Grants program is a nationally competitive program and is used to fund new and expanded fixed guideway systems. This program includes the New Starts and Small Starts funding categories.

FTA 5309 CIG	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$148,386	\$154,321	\$160,494	\$166,914	\$630,115
Programmed Amount	\$2,500	\$15,000	\$ --	\$ --	\$17,500
Unprogrammed Balance	\$145,886	\$139,321	\$160,494	\$166,914	\$612,615

Federal Transit Act Section 5310 Elderly and Disabled Program – FTA Section 5310 funds are available to non-profit agencies and local governments that provide transportation services to elderly and/or disabled persons where public transportation is otherwise insufficient, inappropriate, or unavailable. Within California, Caltrans is the designated recipient for these funds, and MTC coordinates the local region's project application process. This is a competitive program which funds capital equipment, including buses, vans, computers and software, radios, wheelchair lifts, and other transportation-related equipment. The California Transportation Commission and Caltrans have programmed funds through FY 2009-10. The next programming cycle is expected to begin in the fall of 2010, and will develop funding priorities for FY 2010-11 funds. The revenue estimates for FY 2010-11 and beyond are based on estimates prepared for the Region's Long Range Plan, *Transportation 2035*, and assume that the 5310 program continues in its current form during the TIP years. SAFETEA requires that projects be derived

from a Coordinated Transit-Human Services Plan. The Bay Area's Coordinated Plan was adopted in December 2007.

FTA 5310	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$4,155	\$4,321	\$4,494	\$4,674	\$17,644
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$4,155	\$4,321	\$4,494	\$4,674	\$17,644

Federal Transit Act Section 5311 Non-Urbanized Formula Program – FTA Section 5311 funds are available to transit operators and Tribal governments that provide transportation services in non-urbanized areas. MTC develops the funding priorities for the Bay Area in conjunction with Caltrans who is the designated recipient and administers the funds. This is a competitive program that provides funds for capital, operating expenses, and related equipment for transportation services. Currently, funds are programmed through FY 2009-10. The revenue estimates for FY 2010-11 and beyond are based on estimates prepared for the Region's Long Range Plan, *Transportation 2035*, and assume that the 5311 program continues in its current form during the TIP years.

FTA 5311	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$2,285	\$2,376	\$2,471	\$2,570	\$9,702
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$2,285	\$2,376	\$2,471	\$2,570	\$9,702

Federal Transit Act Section 5316 Job Access and Reverse Commute Program (JARC) – FTA Section 5316 funds are available for job access projects designed to transport welfare recipients and other eligible low income individuals to and from jobs and other trips related to employment. Under SAFETEA, the JARC program was changed from a competitive discretionary grants program to a formula program apportioned to urbanized and non-urbanized areas based on the number of low-income and welfare recipients. Revenue estimates include the region's Large Urbanized Area funds. Small and Non-Urbanized Area funds for the MTC region are administered by Caltrans and involve a statewide competitive program and therefore were not included in the estimates below. The revenue estimates for FY 2010-11 and beyond are based on estimates prepared for the Region's Long Range Plan, *Transportation 2035*, and assume that the JARC program continues in its current form during the TIP years. SAFETEA requires that projects be derived from a Coordinated Transit-Human Services Plan. The Bay Area's Coordinated Plan was adopted in December 2007.

FTA 5316	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$2,669	\$2,776	\$2,887	\$3,002	\$11,335
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$2,669	\$2,776	\$2,887	\$3,002	\$11,335

Federal Transit Act Section 5317 New Freedom Program – FTA Section 5317 is a new program created by SAFETEA that provides formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. The New Freedom program is apportioned to urbanized areas and non-urbanized areas based on the disabled populations. Currently, funds are programmed through FY 2008-09. Revenue estimates include the region's Large Urbanized Area funds. Small and Non-Urbanized Area funds for the MTC region are administered by Caltrans and involve a statewide competitive program and therefore were not included in the estimates below. The revenue

estimates for FY 2010-11 and beyond are based on estimates prepared for the Region's Long Range Plan, *Transportation 2035*, and assume that the New Freedom program continues in its current form during the TIP years. SAFETEA requires that projects be derived from a Coordinated Transit-Human Services Plan. The Bay Area's Coordinated Plan was adopted in December 2007.

FTA 5317	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$2,049	\$2,131	\$2,216	\$2,305	\$8,701
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$2,049	\$2,131	\$2,216	\$2,305	\$8,701

Regional Surface Transportation Program (STP): Federal transportation legislation authorizes the State of California to distribute regional Surface Transportation Program (STP) funds to areas within the State based on urbanized population shares. MTC pools the STP funds coming to the San Francisco Bay Area with CMAQ funds to develop a comprehensive and multi-modal program, the STP/CMAQ Program. MTC has established various programs, cooperatively developed with our transportation partners funded by the STP/CMAQ. The STP programs include the Local Streets and Road Rehabilitation Shortfall Program, the Transit Capital Rehabilitation Shortfall Program, and regional operations programs. Programming is based on apportionments provided by Caltrans and the Federal Highway Administration (FHWA). STP apportionments for the SAFETEA extension period (FY 2008-09 through FY 2011-12) are fully programmed through the First Cycle STP/CMAQ Program. Later years will be programmed through a TIP amendment at a later date, once programming policies are adopted by the Commission for the Second Cycle STP/CMAQ Program.

STP	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$78,899	\$80,321	\$81,769	\$83,242	\$324,231
Programmed Amount	\$75,735	\$69,141			\$144,876
Unprogrammed Balance	\$3,164	\$11,180	\$81,769	\$83,242	\$179,355

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Federal transportation legislation authorizes the State of California to spend Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in air basins that are not in compliance with federal air quality standards. California distributes CMAQ funds to the metropolitan planning organizations (MPOs) based on population and the severity of non-attainment of air quality standards in a particular air basin. MTC pools the CMAQ funds coming to the San Francisco Bay Area with STP funds to develop a comprehensive and multi-modal program, the STP/CMAQ Program. The CMAQ program funds programs that address air quality strategies, such as the Transportation for Livable Communities (TLC), the Regional Bicycle Program, Climate Initiatives program, Freeway Performance Initiative program, and Clipper^(SM) (universal fare card).

The amounts available for programming were provided by Caltrans and the Federal Highway Administration (FHWA). CMAQ apportionments for the SAFETEA extension period (FY 2008-09 through FY 2011-12) are fully programmed. Future years will be programmed through a TIP amendment at a later date, once programming policies are adopted by the Commission for the Second Cycle STP/CMAQ Program.

CMAQ	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$74,116	\$75,450	\$76,808	\$78,190	\$304,563
Programmed Amount	\$65,852	\$75,403	\$0	\$0	\$141,254
Unprogrammed Balance	\$8,264	\$47	\$76,808	\$78,190	\$163,309

State Funds

SHOPP: The purpose of the State Highway Operation and Protection Program (SHOPP) is to adequately maintain and operate the State Highway System. In accordance with Government Code Section 14526.5 and Streets and Highways Code Section 164.6, the SHOPP is a four-year program of projects with the purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility or facilities related to the state highway system. The most recent programming is the 2010 SHOPP covering the four-year period from fiscal years 2010-11 through 2013-14, and like the RTIP, the SHOPP is updated every two years. The amount available for programming, and the actual programmed amount reflect the SHOPP funding available to the region as approved by the California Transportation Commission (CTC).

SHOPP	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$371,072	\$483,357	\$329,234	\$168,272	\$1,351,935
Programmed Amount	\$371,072	\$483,357	\$329,234	\$168,272	\$1,351,935
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Regional Transportation Improvement Program (RTIP): The RTIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Improvement Fund (TIF) and other funding sources. The RTIP comprises 75% of the State Transportation Improvement Program (STIP). Working from a California Transportation Commission (CTC) estimate based on population and road miles, MTC submits the Bay Area's RTIP. The RTIP is updated every two years. The amount available for programming, and the actual programmed amount reflect the County Share balances and programming targets of the 2010 STIP Fund Estimate, and funding committed to the region as adopted by the California Transportation Commission (CTC) on May 20, 2010. The next STIP cycle will be in 2012.

RTIP	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$252,670	\$117,569	\$174,834	\$11,528	\$556,601
Programmed Amount	\$214,803	\$95,171	\$158,353	\$2,755	\$471,082
Unprogrammed Balance	\$37,867	\$22,398	\$16,481	\$8,773	\$85,519

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Improvement Fund (TIF) and other funding sources. The ITIP comprises 25% of the STIP and addresses transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. The amount available for programming, and the actual programmed amount reflect the STIP funding committed to the region adopted by the California Transportation Commission (CTC) on May 20, 2010. The next STIP cycle will be in 2012.

ITIP	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$29,351	\$34,592	\$2,636	\$1,784	\$68,363
Programmed Amount	\$24,321	\$29,742	\$2,636	\$1,784	\$58,483
Unprogrammed Balance	\$5,030	\$4,850	\$0	\$0	\$9,880

Traffic Congestion Relief Program: The Traffic Congestion Relief Program (TCRP) is a program enacted by former Governor Gray Davis. The program authorized \$4.9 billion in complete or partial funding of approximately 150 projects statewide. The goal of the program is to relieve congestion, provide safe and efficient movement of goods and provide connections between various modes of travel. Based on the 2010 STIP Fund Estimate, remaining unallocated projects may experience difficulty in receiving allocations as originally planned. TCRP funds in the TIP occur in the years expected to receive allocations or Letters of No Prejudice (LONPs) from the CTC.

TCRP	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$40,700	\$51,000	\$40,000	\$40,000	\$171,700
Programmed Amount	\$40,700	\$51,000	\$40,000	\$40,000	\$171,700
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Proposition 1B: In November 2006, California voters approved Proposition 1B, which authorized the sale of almost \$20 billion worth in bonds to deliver transportation projects in the state. Proposition 1B included numerous programs for funding, including Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Traffic Light Synchronization Program (TLSP), Transit Security Grant Program (TSGP) and the augmentation of the 2006 Regional Transportation Improvement Program (RTIP). Each of these programs differ in how funding is programmed, approved and allocated. Generally, the authority to approve Proposition 1B funds either lies with the State (through the California Transportation Commission, Caltrans, The State office of Homeland Security or the State Controller's Office) or with local or regional agencies (including transit operators). Since these funds are derived from the sale of bonds, they are one-time only and availability depends on the proceeds of the bond sales, which is determined by the State Treasurer's Office. Proposition 1B funds are programmed in the TIP in the year which funds are requested.

Proposition 1B	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$950,988	\$526,427	\$428,968	\$72,740	\$1,979,123
Programmed Amount	\$929,364	\$451,442	\$161,223	\$70,416	\$1,612,445
Unprogrammed Balance	\$21,624	\$74,985	\$267,745	\$2,324	\$366,677

Local/Regional Funding

Bridge Tolls (Toll on state-owned bridges) – Bridge Toll funding is funding generated from toll collected on the seven state-owned toll bridges in the bay area. The Bay Area Toll Authority (BATA) programs, administers and allocates base toll revenues from the seven state-owned bridges to Caltrans for the day-to-day operations, maintenance and administration of these bridges, as well as their capital improvement and rehabilitation. BATA also serves as a pass-through agency for RM2 bridge toll funds to specific voter-approved projects to relieve traffic congestion in bridge corridors, earthquake retrofit of state-owned toll bridges and other traffic mitigation projects related to retrofit work. Other bridge toll funding programs include voter-

approved RM1 projects to relieve traffic congestion in bridge corridors; AB 1171 bridge toll funds used to fund seismic retrofit work on the bridges as well as certain projects to relieve congestion in the bridge corridors; AB 664 Net Bridge Toll Revenues, which are used to match federally funded transit capital projects that relieve congestion on the San Francisco-Oakland Bay, San Mateo-Hayward and Dumbarton bridges, and Two Percent Bridge Tolls revenues, which are derived from the transit element of RM1 and fund specific ferry capital projects.

Bridge Tolls	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$592,942	\$594,918	\$596,904	\$599,848	\$2,384,612
Programmed Amount	\$461,190	\$340,256	\$111,585	\$118,604	\$1,031,635
Unprogrammed Balance	\$131,752	\$254,662	\$485,319	\$481,244	\$1,352,977

Other Local Funding - Includes 1/2¢ Sales Tax for transit and other highway improvements in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Sonoma Counties. Other local funding also includes Garvee Bond financing by local agencies, gas tax subventions, and Transportation Development Act (TDA) Articles 4 and 8 (1/4-cent sales tax) for transit operating assistance and capital projects. Programming of local funding takes place at the discretion of local collecting agencies.

Other local	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Totals
Available For Programming	\$2,800,467	\$2,880,143	\$3,086,168	\$3,181,597	\$11,948,375
Programmed Amount	\$1,644,407	\$1,211,784	\$1,358,579	\$897,850	\$5,112,620
Unprogrammed Balance	\$1,156,060	\$1,668,359	\$1,727,589	\$2,283,747	\$6,835,755

Innovative Financing

Advance Construction – Advance Construction (AC) is a financial management tool used to advance projects to meet program goals and project delivery schedules using non-federal funds while remaining eligible for federal funding at a later date. Once federal funding becomes available AC projects may be converted in whole or in part to normal federal funding. The previously expended funds are then replenished by federal reimbursements.

Grant Anticipation Revenue Vehicles Bonds – The Grant Anticipation Revenue Vehicles (GARVEE) Bond program allows for the use of tax-exempt debt instrument financing mechanisms backed by federal appropriations to advance critical transportation infrastructure projects through the financing of right of way and construction costs. These projects must be eligible for GARVEE financing under State and Federal law and be designated for GARVEE financing by the California Transportation Commission (CTC). Additionally, projects financed in this way must have a completed project design and environmental clearance, including compliance with the National Environmental Protection Act (NEPA). In accordance with constitutional limitations, state funds may not be used for debt service payments on GARVEE bonds. Future federal-aid funding is therefore used for debt repayment with state and local matching funds being used outside of debt service.

Transportation Infrastructure Finance and Innovation Act – The Transportation Infrastructure Finance and Innovation Act (TIFIA) provides federal credit assistance in financing surface transportation projects of regional and national significance costing a minimum of \$50 million or 33.3% of a state's annual appropriation of federal-aid funds, whichever is less. Intelligent Traffic System (ITS) projects have a lower requirement of at least \$15 million. Federal

credit assistance under TIFIA in the form of secured loans, loan guarantees, or standby lines of credit provides more flexibility in repayment terms and potentially more favorable interest rates than private capital market alternatives.

**Metropolitan Transportation Commission (MTC)
2011 Federal Transportation Improvement Program
FIGURE 1: Financial Constraint Analysis of the 2011 TIP**

REVENUE		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Local Total	\$2,800,466,527	\$2,880,143,285	\$3,086,168,051	\$3,181,596,780	\$11,948,374,642
REGIONAL	Regional Total	\$640,932,316	\$644,685,863	\$647,138,801	\$650,648,295	\$2,583,405,275
STATE	State Highway Operations and Protection Program (SHOPP)	\$371,072,001	\$483,357,001	\$329,234,000	\$168,272,000	\$1,351,935,002
	State Transportation Improvement Program (STIP)	\$282,021,000	\$152,161,000	\$177,470,000	\$13,312,000	\$624,964,000
	Proposition 1 B	\$929,364,230	\$451,442,424	\$161,222,577	\$70,416,000	\$1,612,445,231
	GARVEE Bonds	\$15,851,000	\$65,900,000	\$16,100,000	\$16,100,000	\$113,951,000
	Highway Maintenance (HM)	\$22,910,000	\$0	\$0	\$0	\$22,910,000
	Traffic Congestion Relief Program (TCRP)	\$40,700,000	\$51,000,000	\$40,000,000	\$40,000,000	\$171,700,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$146,597,785	\$128,273,062	\$128,273,062	\$130,472,028	\$533,615,936
	Other (Please specify)	\$3,745,602	\$8,919,611	\$6,841,966	\$4,426,412	\$23,933,591
State Total	\$1,812,261,618	\$1,341,053,098	\$859,141,605	\$442,998,440	\$4,455,454,760	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$33,381,195	\$34,716,442	\$36,105,100	\$37,549,304	\$141,752,041
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$4,154,909	\$4,321,105	\$4,493,949	\$4,673,707	\$17,643,670
	Fixed Guideway Modernization (5309a)	\$135,668,057	\$141,094,779	\$146,738,571	\$152,608,113	\$576,109,521
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$2,669,168	\$2,775,935	\$2,886,972	\$3,002,451	\$11,334,527
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$148,385,856	\$154,321,291	\$160,494,142	\$166,913,908	\$630,115,197
	New Freedom (5317)	\$2,048,924	\$2,130,881	\$2,216,116	\$2,304,761	\$8,700,681
	Nonurbanized Area Formula Program (5311)	\$2,284,666	\$2,376,053	\$2,471,095	\$2,569,939	\$9,701,753
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$225,593,230	\$234,616,959	\$244,001,637	\$253,761,703	\$957,973,528
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total	\$554,186,005	\$576,353,445	\$599,407,583	\$623,383,886	\$2,353,330,919	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$74,115,580	\$75,449,661	\$76,807,754	\$78,190,294	\$304,563,289
	Surface Transportation Program (Regional)	\$78,898,973	\$80,320,957	\$81,768,537	\$83,242,172	\$324,230,639
	High Risk Rural Road (HRRR)	\$898,245	\$3,002,400	\$1,069,000	\$2,042,760	\$7,012,405
	Highway Bridge Program (HBP)	\$32,616,695	\$116,550,749	\$87,030,794	\$48,350,469	\$284,548,707
	Highway Safety Improvement Program (HSIP)	\$5,706,970	\$4,733,230	\$8,274,560	\$0	\$18,714,760
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$6,638,345	\$2,174,870	\$1,831,590	\$0	\$10,644,805
	Transportation Improvements (TI)	\$4,882,299	\$0	\$0	\$4,696,801	\$9,579,100
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$203,757,107	\$282,231,867	\$256,782,235	\$216,522,496	\$959,293,705
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$12,500,000	\$0	\$0	\$0	\$12,500,000
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$3,000,000	\$0	\$0	\$0	\$3,000,000
	High Priority Projects (HPP)	\$47,163,874	\$25,018,000	\$2,552,000	\$5,368,460	\$80,102,334
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$762,000	\$0	\$0	\$0	\$762,000
Public Lands Highway	\$3,864,500	\$0	\$0	\$0	\$3,864,500	
Recreational Trails	\$105,000	\$0	\$0	\$0	\$105,000	
Transportation and Community and System Preservation Program	\$3,653,600	\$575,000	\$735,000	\$0	\$4,963,600	
Other (Please Specify)	\$27,831,418	\$24,825,000	\$977,000	\$0	\$53,633,418	
Subtotal	\$98,880,392	\$50,418,000	\$4,264,000	\$5,368,460	\$158,930,852	
Federal Highway Total	\$302,637,499	\$332,649,867	\$261,046,235	\$221,890,956	\$1,118,224,557	
FEDERAL TOTAL		\$856,823,504	\$909,003,312	\$860,453,818	\$845,274,842	\$3,471,555,476
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	
REVENUE TOTAL		\$6,110,483,964	\$5,774,885,557	\$5,452,902,274	\$5,120,518,358	\$22,458,790,153

**Metropolitan Transportation Commission (MTC)
2011 Federal Transportation Improvement Program
FIGURE 1: Financial Constraint Analysis of the 2011 TIP**

PROGRAMMED		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Local Total	\$1,644,406,626	\$1,211,784,257	\$1,358,578,746	\$897,850,110	\$5,112,619,739
REGIONAL	Regional Total	\$461,313,236	\$340,300,825	\$111,585,000	\$118,604,000	\$1,031,803,061
STATE	State Highway Operations and Protection Program (SHOPP)	\$371,072,001	\$483,357,001	\$329,234,000	\$168,272,000	\$1,351,935,002
	State Transportation Improvement Program (STIP)	\$239,124,000	\$124,913,000	\$160,989,000	\$4,539,000	\$529,565,000
	Proposition 1 B	\$929,364,230	\$451,442,424	\$161,222,577	\$70,416,000	\$1,612,445,231
	GARVEE Bonds	\$15,851,000	\$65,900,000	\$16,100,000	\$16,100,000	\$113,951,000
	Highway Maintenance (HM)	\$22,910,000	\$0	\$0	\$0	\$22,910,000
	Traffic Congestion Relief Program (TCRP)	\$40,700,000	\$51,000,000	\$40,000,000	\$40,000,000	\$171,700,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$3,745,602	\$8,919,611	\$6,841,966	\$4,426,412	\$23,933,591
	State Total	\$1,622,766,833	\$1,185,532,036	\$714,387,543	\$303,753,412	\$3,826,439,824
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$491,839	\$0	\$0	\$0	\$491,839
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$128,993,625	\$0	\$0	\$0	\$128,993,625
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$2,500,000	\$15,000,000	\$0	\$0	\$17,500,000
	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$216,452,806	\$0	\$0	\$0	\$216,452,806
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total	\$348,438,270	\$15,000,000	\$0	\$0	\$363,438,270	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$65,851,600	\$75,402,858	\$0	\$0	\$141,254,458
	Surface Transportation Program (Regional)	\$75,735,378	\$69,140,622	\$0	\$0	\$144,876,000
	High Risk Rural Road (HRRR)	\$898,245	\$3,002,400	\$1,069,000	\$2,042,760	\$7,012,405
	Highway Bridge Program (HBP)	\$32,616,695	\$116,550,749	\$87,030,794	\$48,350,469	\$284,548,707
	Highway Safety Improvement Program (HSIP)	\$5,706,970	\$4,733,230	\$8,274,560	\$0	\$18,714,760
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$6,638,345	\$2,174,870	\$1,831,590	\$0	\$10,644,805
	Transportation Improvements (TI)	\$4,882,299	\$0	\$0	\$4,696,801	\$9,579,100
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$192,329,532	\$271,004,729	\$98,205,944	\$55,090,030	\$616,630,235
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$12,500,000	\$0	\$0	\$0	\$12,500,000
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$3,000,000	\$0	\$0	\$0	\$3,000,000
	High Priority Projects (HPP)	\$47,163,874	\$25,018,000	\$2,552,000	\$5,368,460	\$80,102,334
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$762,000	\$0	\$0	\$0	\$762,000
	Public Lands Highway	\$3,864,500	\$0	\$0	\$0	\$3,864,500
	Recreational Trails	\$105,000	\$0	\$0	\$0	\$105,000
	Transportation and Community and System Preservation Program	\$3,653,600	\$575,000	\$735,000	\$0	\$4,963,600
	Other (Please Specify)	\$27,831,418	\$24,825,000	\$977,000	\$0	\$53,633,418
	Subtotal	\$98,880,392	\$50,418,000	\$4,264,000	\$5,368,460	\$158,930,852
	Federal Highway Total	\$291,209,924	\$321,422,729	\$102,469,944	\$60,458,490	\$775,561,087
	FEDERAL TOTAL	\$639,648,194	\$336,422,729	\$102,469,944	\$60,458,490	\$1,138,999,357
PROGRAMMED TOTAL	\$4,368,134,889	\$3,074,039,847	\$2,287,021,233	\$1,380,666,012	\$11,109,861,981	

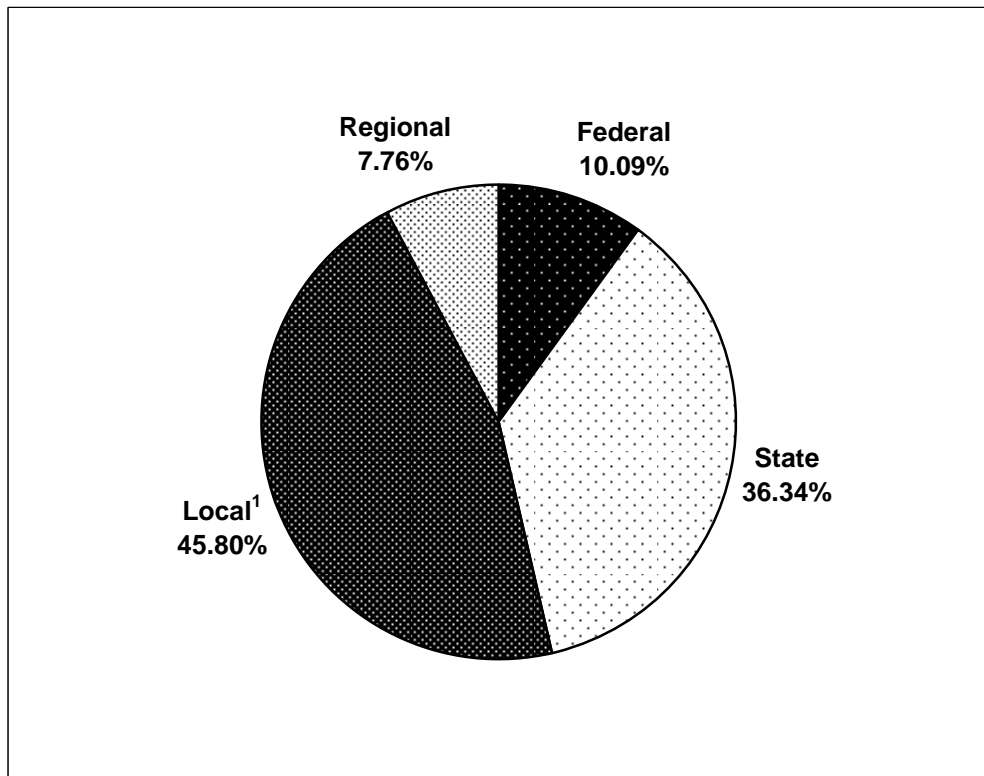
**Metropolitan Transportation Commission (MTC)
2011 Federal Transportation Improvement Program
FIGURE 1: Financial Constraint Analysis of the 2011 TIP**

REVENUE Vs. PROGRAMMED		2010/11	2011/12	2012/13	2013/14	TOTAL	
LOCAL	Local Total	\$1,156,059,901	\$1,668,359,028	\$1,727,589,305	\$2,283,746,670	\$6,835,754,903	
REGIONAL	Regional Total	\$179,619,080	\$304,385,038	\$535,553,801	\$532,044,295	\$1,551,602,214	
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$42,897,000	\$27,248,000	\$16,481,000	\$8,773,000	\$95,399,000	
	Proposition 1 B	\$0	\$0	\$0	\$0	\$0	
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0	
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$146,597,785	\$128,273,062	\$128,273,062	\$130,472,028	\$533,615,936	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
State Total		\$189,494,785	\$155,521,062	\$144,754,062	\$139,245,028	\$629,014,936	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$32,889,356	\$34,716,442	\$36,105,100	\$37,549,304	\$141,260,202	
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	
	Elderly & Persons with Disabilities Formula Program (5310)	\$4,154,909	\$4,321,105	\$4,493,949	\$4,673,707	\$17,643,670	
	Fixed Guideway Modernization (5309a)	\$6,674,432	\$141,094,779	\$146,738,571	\$152,608,113	\$447,115,896	
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$2,669,168	\$2,775,935	\$2,886,972	\$3,002,451	\$11,334,527	
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	
	New and Small Starts (Capital Investment Grants) (5309b)	\$145,885,856	\$139,321,291	\$160,494,142	\$166,913,908	\$612,615,197	
	New Freedom (5317)	\$2,048,924	\$2,130,881	\$2,216,116	\$2,304,761	\$8,700,681	
	Nonurbanized Area Formula Program (5311)	\$2,284,666	\$2,376,053	\$2,471,095	\$2,569,939	\$9,701,753	
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	
	Urbanized Area Formula Program (5307)	\$9,140,424	\$234,616,959	\$244,001,637	\$253,761,703	\$741,520,722	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total		\$205,747,735	\$561,353,445	\$599,407,583	\$623,383,886	\$1,989,892,649	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary	\$0	\$0	\$0	\$0	\$0	
	Congestion Mitigation and Air Quality (CMAQ)	\$8,263,980	\$46,803	\$76,807,754	\$78,190,294	\$163,308,831	
	Surface Transportation Program (Regional)	\$3,163,595	\$11,180,335	\$81,768,537	\$83,242,172	\$179,354,639	
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
	Subtotal		\$11,427,575	\$11,227,138	\$158,576,291	\$161,432,466	\$342,663,470
	Federal Highway Discretionary Programs		\$0	\$0	\$0	\$0	\$0
	Bridge Discretionary Program		\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)		\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)		\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary		\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)		\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program		\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)		\$0	\$0	\$0	\$0	\$0
	Public Lands Highway		\$0	\$0	\$0	\$0	\$0
	Recreational Trails		\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program		\$0	\$0	\$0	\$0	\$0
Other (Please Specify)		\$0	\$0	\$0	\$0	\$0	
Subtotal		\$0	\$0	\$0	\$0	\$0	
Federal Highway Total		\$11,427,575	\$11,227,138	\$158,576,291	\$161,432,466	\$342,663,470	
FEDERAL TOTAL		\$217,175,310	\$572,580,583	\$757,983,874	\$784,816,352	\$2,332,556,119	
REVENUE Vs. PROGRAMMED TOTAL		\$1,742,349,075	\$2,700,845,710	\$3,165,881,041	\$3,739,852,346	\$11,348,928,172	

**Figure 2: Programmed TIP Funds by Source
FY 2010-11 to FY 2013-14**

Figures in thousands of dollars

Federal/State/Local	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	Total Funds for 4-year Period
Federal	\$ 632,112	\$ 331,245	\$ 99,569	\$ 58,416	\$ 1,121,342
State	\$ 1,706,735	\$ 1,279,479	\$ 745,263	\$ 305,796	\$ 4,037,274
Local ¹	\$ 1,640,075	\$ 1,211,124	\$ 1,339,604	\$ 897,850	\$ 5,088,653
Regional	\$ 389,213	\$ 252,191	\$ 102,585	\$ 118,604	\$ 862,593
Total	\$ 4,368,135	\$ 3,074,040	\$ 2,287,021	\$ 1,380,666	\$ 11,109,862

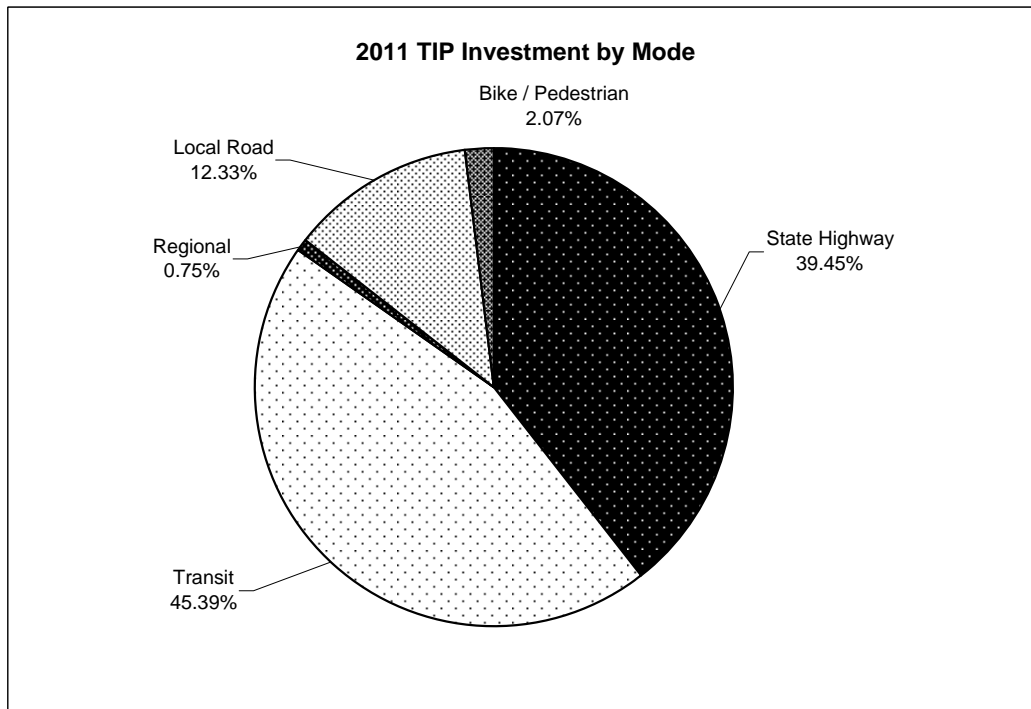


¹ The TIP does not account for all transportation expenditures in the Bay Area. For example, locally Funded Projects that do not significantly affect the regional transportation system or regional air quality and do not need a federal action, are not included in the TIP, although collectively they represent a considerable portion of the overall revenues available to the region for transportation investments. It should be noted that many of these locally funded projects support transit operations and the maintenance of local streets and roads. The dollar value of these non-TIP projects is not represented in these figures, but is included in MTC's long-range Regional Transportation Plan.

**Figure 3: Programmed TIP Funds by Mode and Purpose
FY 2010-11 to FY 2013-14**

Figures in thousands of dollars

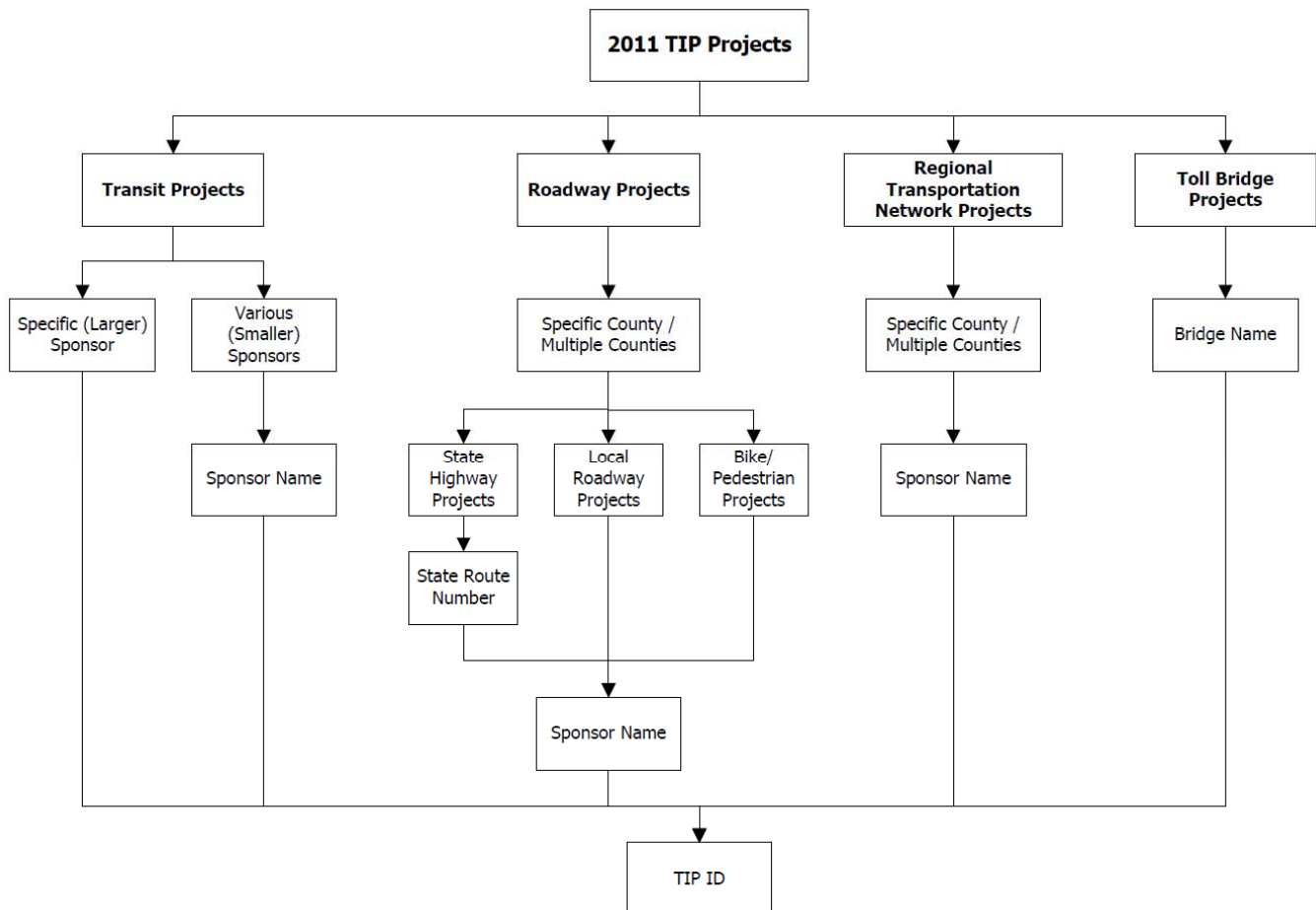
Mode	Purpose	Total Funds for 4- year Period	Percent of Total
Bike / Pedestrian	Enhancement	\$ 115,990	1.04%
	Expansion	\$ 41,013	0.37%
	Maintenance / Rehabilitation	\$ 33,274	0.30%
	Operations / Other	\$ 39,734	0.36%
Bike / Pedestrian Total		\$ 230,011	2.07%
Local Road	Enhancement	\$ 101,120	0.91%
	Expansion	\$ 713,534	6.42%
	Maintenance / Rehabilitation	\$ 427,786	3.85%
	Operations / Other	\$ 127,499	1.15%
Local Road Total		\$ 1,369,939	12.33%
Regional	Enhancement	\$ 2,576	0.02%
	Maintenance / Rehabilitation	\$ 7,633	0.07%
	Operations / Other	\$ 73,372	0.66%
Regional Total		\$ 83,581	0.75%
State Highway	Enhancement	\$ 65,878	0.59%
	Expansion	\$ 2,057,314	18.52%
	Maintenance / Rehabilitation	\$ 1,752,201	15.77%
	Operations / Other	\$ 507,803	4.57%
State Highway Total		\$ 4,383,197	39.45%
Transit	Enhancement	\$ 400,599	3.61%
	Expansion	\$ 3,463,197	31.17%
	Maintenance / Rehabilitation	\$ 825,967	7.43%
	Operations / Other	\$ 353,371	3.18%
Transit Total		\$ 5,043,134	45.39%
Total		\$ 11,109,862	100.00%



How to Read the Project Listings

Organization

Project listings provide a detailed description for each individual project listed in the 2011 TIP. The projects in the TIP are organized alphabetically by transit agency, followed by roadway projects listed alphabetically by county. Within each county's roadway project listing, the projects are sorted into state highway projects first (by route number), followed by local roadway projects sorted alphabetically by sponsor.



Key to Format

The detailed listing contains the following information for each project:

Data Label	Definition
TIP ID	A unique number used to identify projects in the TIP.
RTP ID	A unique number used to identify projects in the Regional Transportation Plan (RTP)
CTIPS ID	A unique number used to identify projects in the California Transportation Improvement Program System (CTIPS)
Sponsor	Agency in charge of administering a project.
Co-Sponsor/Implementation Agency	Agency administering or implementing a project in partnership with the Sponsor.
Project Name	Name or title of the project.
Project Description	Brief description of the project and project location.
County	The county in which the project is located.
Mode	The mode of transportation for which the project improvement is attributed: public transit, (Transit), local streets and roads (Local Hwy), State Highway System or Interstate System (State Hwy), and Toll Bridge (Bridge).
Route	The State Highway System (SHS) or State Route (SR) number (if applicable).
Level of Review	For air quality purposes, projects are assigned to receive a particular level of review. AA (Administratively Approved) is for projects exempt from air quality review, PR (Project Review) is for large, capacity increasing projects. Small projects that are not specifically exempted from the CO impact analysis, but can be approved administratively if the sponsor performs a CO "hot spot" analysis are designated AACO.
Air Quality Exempt Code	Air Quality Exemption status per federal Environmental Protection Agency (EPA). A list of Air Quality Exempt Codes may be found in Appendix A-32.
Fund Source	The funding source. A list of all funding sources may be found in Appendix A-26.
Phase	The stage of the project for which the specified funds have been programmed. Phases include: environmental (ENV), design engineering (PSE), Preliminary Engineering (PE), right of way acquisition (ROW), Caltrans support for right of way (ROW-CT), construction (CON), and Caltrans support for construction (CON-CT).
Prior Years	Funding in years prior to the four years of the TIP. These funds are shown for information only and are not part of the four years of the TIP.
Later Years	Funding in years after the four years of the TIP. These funds are shown for information only and are not part of the four years of the TIP.
Total Programming	Total project funding, including prior and later-year funds.
Carryover to FY 2008-09	Carryover of any funding programmed prior to FY 2008-09 that has been obligated but must remain in the current TIP for financial purposes – such as needing funding adjustments for cost savings or cost increases, or awaiting award of a contract or an FTA grant.
FY 2008-09, etc.	Federal Fiscal year. The Federal Fiscal Year (FY) in the TIP is from October 1 to September 30 of the following calendar year. The 2011 TIP covers the four-year period of FY 2008-09, FY 2009-10, FY 2010-11 and FY 2011-12.

Sample project listing:

TIP ID: ALA050019		County: Alameda	System: STATE HWY	RTP ID: 22769	CTIPS ID: 20600003326				
Sponsor: Alameda County CMA			Implementing Agency: Alameda County CMA						
Project Name: I-880 North, Safety Improvements									
Description: Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.									
Air Quality Exempt Code: Non-Exempt Project									
Route:	Post Mile From:	Post Mile To:	Toll Credits:						
Phase	Fund Source	Prior Years	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	Future Years	Total Programmed
ENV	BT	\$ 4,100							\$ 4,100
PE	EARMARK	\$ 1,887							\$ 1,887
PSE	BT		\$ 3,810						\$ 3,810
PSE	RIP	\$ 2,000							\$ 2,000
ROW	AC		\$ 3,000						\$ 3,000
ROW	BT		\$ 750						\$ 750
CON	AC			\$ 7,000					\$ 7,000
CON	BT			\$ 1,340					\$ 1,340
CON	PROP				\$ 73,000				\$ 73,000
Total Programmed Funding:		\$ 7,987	\$ 7,560	\$ 8,340	\$ 73,000				\$ 96,887

WEB PAGE ACCESS

How to View the TIP on the Internet

The Metropolitan Transportation Commission (MTC) has placed the entire Transportation Improvement Program (TIP) on the Internet. This allows project sponsors and the general public to see what transportation projects are planned in their area and in the MTC region. ,

Individual project listings may also be viewed interactively with the latest information as the TIP is amended through MTC’s online (web based) Fund Management System (FMS) at the web address:

http://www.mtc.ca.gov/funding/fms_intro.htm.

To view the TIP on the Internet, the user will need a computer with Internet access capabilities or the user can visit any public library in the Bay Area and ask to use their Internet computer. Once on the startup page of the computer, type in the following Universal Resource Locator (URL) into the address line of the Web browser:

<http://www.mtc.ca.gov>

This will take the user to MTC’s Home Page. From this site, the user will then move your mouse to the Site Index section on the left side of the screen and click on the word “Library.” This will take the user to MTC’s Library page.

From MTC’s Home Page, using the Site Index section on the left side of the screen and click on the word “Funding.” This will take the user to MTC’s Funding page. The TIP is listed as a feature on this page. Clicking on the “Transportation Improvement Program (TIP)” link will take the user to the TIP page. The user can also access the TIP page using the menu on the left side of the screen under “Funding”.



From there the user can follow the on-line instructions to view actual TIP project listings or other portions of the TIP. For easier and faster access to the TIP, once on the startup page of your computer, type in the following URL into the address line and it will take you directly to the TIP Web page:

<http://www.mtc.ca.gov/funding/tip/index.htm>

For detailed information on individual projects, the particular project sponsor or lead implementing agency should be contacted directly.

View Project Locations in the TIP Interactively

To meet new SAFETEA requirements regarding Visualization Techniques, some of the listed projects have been mapped to present the online reader with a visual location of the project. Some projects such as transit operations and maintenance projects, planning projects and studies cannot be are not mapped. To view the listed projects, visit the FMS application at: http://www.mtc.ca.gov/funding/fms_intro.htm.

Once at the FMS homepage screen, select “Project Search,” and click on “Search” button. It will bring up a complete list of the 2011 TIP projects. A list of all the TIP projects will be displayed. Projects that can be mapped interactively display a button in the left most column of the listing under the “Map It” header. By clicking on this button, a new window containing the project area map should appear.

If you have problems accessing MTC’s on-line TIP, you can contact either:

Srikalyani Srinivasan
Phone: 510-817-5793
Email: ssrinivasan@mtc.ca.gov

Projects in the 2011 TIP Over \$200 Million

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
ALA977038	Alameda	1997	Caltrans	San Francisco-Oakland Bay Bridge	\$5,665,800,000	\$0
BRT030001	Santa Clara	2003	VTA	BART - Berryessa to San Jose Extension	\$5,010,500,000	\$0
SCL110005	Santa Clara	2011	VTA	BART - Warm Springs to Berryessa Extension	\$2,576,500,000	\$864,309,400
SF-010015	San Francisco	2001	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	\$1,588,775,833	\$94,519,000
SF-010037	San Francisco	2001	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	\$1,570,000,000	\$195,306,000
SF-070029	San Francisco	2007	TBJPA	Transbay Transit Center - TIFIA Loan Debt Service	\$1,184,902,000	\$0
BRT991003	Regional	1999	BART	BART Seismic Retrofit Program	\$1,066,323,229	\$100,000
REG090037	Regional	2009	BART	Railcar Replacement Program	\$1,025,598,777	\$107,256,000
SF-991030	San Francisco	1999	SF County TA	US 101 Doyle Drive Replacement	\$990,347,000	\$252,747,839
ALA050015	Alameda	2005	BART	BART - Warm Springs Extension	\$890,000,000	\$325,332,000
SF-010028	San Francisco	2001	Caltrain	Caltrain Electrification	\$785,026,000	\$201,000,000
SF-050002	San Francisco	2005	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	\$637,036,000	\$12,440,000
REG050020	Regional	2005	BART	BART Car Exchange (Preventive Maintenance)	\$618,556,000	\$43,224,866
SCL090019	Santa Clara	2009	VTA	San Jose International Airport People Mover	\$508,000,000	\$142,665,000
SON090002	Sonoma	2009	SMART	Sonoma Marin Area Rail Corridor	\$490,865,500	\$295,487,000
BRT990002	Alameda	1999	BART	BART Oakland Airport Connector	\$484,299,999	\$429,068,000
CC-030028	Contra Costa	2003	CCTA	SR 4 East Widening from Somersville to SR 160	\$464,451,000	\$228,315,000
CC-050025	Contra Costa	2005	BART	E-BART - East Contra Costa Rail Extension	\$463,250,000	\$197,110,000
SCL990046	Santa Clara	1999	VTA	VTA: Preventive Maintenance	\$430,918,268	\$45,735,091
CC-010002	Contra Costa	2001	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	\$420,346,000	\$7,700,000
ALA090003	Alameda	2009	ACCMA	I-580/I-680 Improvements	\$392,500,000	\$2,000,000
MRN050034	Marin	2005	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows	\$372,700,000	\$82,910,000

Projects in the 2011 TIP Over \$200 Million

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
(Marin)						
SON070004	Sonoma	2007	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	\$372,700,000	\$35,510,000
SM-070008	San Mateo	2007	Caltrain	Caltrain Express: Phase 2	\$368,500,000	\$13,150,153
ALA991070	Alameda	1999	AC Transit	AC Transit: Preventive Maintenance Program	\$346,572,765	\$25,000,000
SCL050009	Santa Clara	2005	VTA	Capitol Expressway LRT Extension	\$334,000,000	\$135,279,000
SM-979013	San Mateo	1997	Caltrans	SR 1 Devils Slide Bypass	\$322,866,000	\$0
SM-050002	San Mateo	2005	SMCTA	Dumbarton Rail Service (PE and ROW only)	\$301,036,100	\$109,152,000
CC-010023	Contra Costa	2001	CCTA	I-680 / SR 4 I/C Reconstruction - Phases 1-5	\$297,546,000	\$1,936,000
MRN970016	Marin	1997	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	\$274,357,373	\$2,112,000
ALA090026	Alameda	2009	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	\$274,296,000	\$225,312,000
BRT050003	Regional	2005	BART	BART Transbay Tube Seismic Retrofit	\$265,378,000	\$0
REG090003	Regional	2009	MTC	Freeway Performance Initiative (FPI)	\$263,957,438	\$227,002,050
ALA050017	Alameda	2005	AC Transit	Enhanced Bus - Telegraph/Intl/East 14th	\$234,499,693	\$17,500,000
SCL110009	Santa Clara	2011	VTA	El Camino Real Bus Rapid Transit	\$233,400,000	\$2,000,000
SCL070003	Santa Clara	2007	VTA	SR 25/Santa Teresa Blvd/US 101 IC	\$233,000,000	\$1,400,000
ALA090027	Alameda	2009	Port of Oakland	7th Street Grade Separation and Roadway Improvemen	\$220,504,000	\$186,030,000
SF-070004	San Francisco	2007	SF County TA	Geary Bus Rapid Transit	\$219,800,000	\$7,242,400
ALA991084	Alameda	1999	ACCMA	I-680 Sunol Grade - Alameda SB HOV Final Phase	\$203,056,000	\$0
SF-070027	San Francisco	2007	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	\$200,209,895	\$154,840,259
Total					\$32,602,374,870	\$4,670,691,058

Grouped Listings in the 2011 TIP Over \$200 Million

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
VAR991005	Regional	1999	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	\$2,028,239,000	\$357,096,000
MTC050009	Regional	2005	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$1,281,586,000	\$181,494,000
MTC050011	Regional	2005	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	\$792,221,601	\$284,829,001
VAR991007	Regional	1999	Caltrans	GL: Bridge Rehab/Recon. - Highway Bridge Program	\$683,105,785	\$228,619,489
MTC050006	Regional	2005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	\$398,810,000	\$214,962,000
REG070001	Regional	2007	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	\$358,756,001	\$167,438,001
VAR991003	Regional	1999	Caltrans	GL: Safety Improvements - SHOPP Mandates	\$215,378,000	\$11,464,000
VAR991004	Regional	1999	Caltrans	GL: Emergency Response (ER) - State	\$202,250,000	\$1,000,000
Total					\$5,960,346,387	\$1,446,902,491

Projects in the 2011 TIP Over \$200 Million

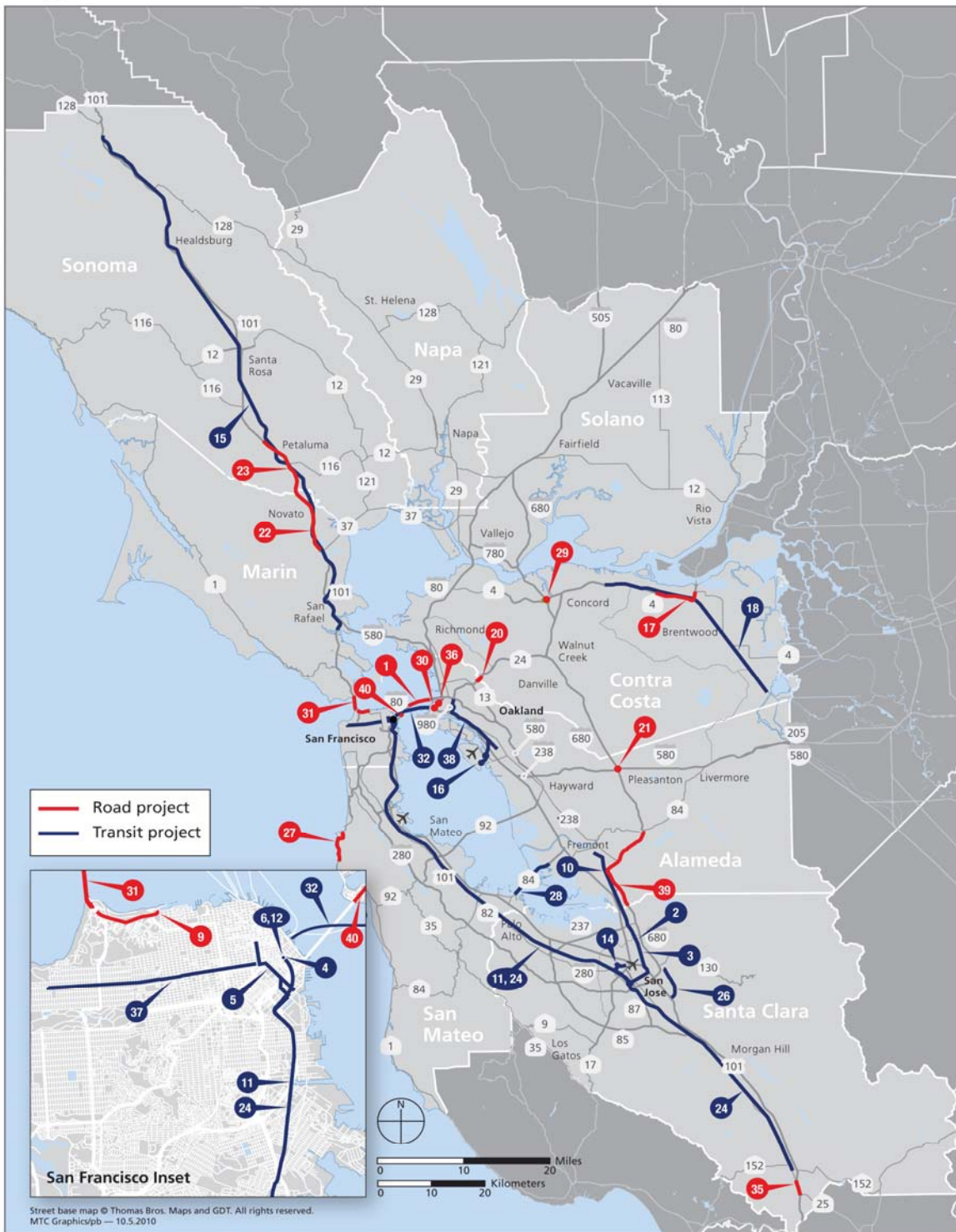
BLUE Transit Project
RED Road Project

- | | | | |
|--|--|--|--|
| <p>1. San Francisco-Oakland Bay Bridge East Span Replacement
Alameda County
\$5.66 billion</p> <p>2. BART – Berryessa to San Jose Extension
Santa Clara County
\$5.01 billion</p> <p>3. BART – Warm Springs to Berryessa Extension
Santa Clara County
\$2.57 billion</p> <p>4. Transbay Terminal/Caltrain Downtown Extension – Ph.1
San Francisco County
\$1.58 billion</p> <p>5. SF Muni Third St LRT Ph. 2 Central Subway
San Francisco County
\$1.57 billion</p> <p>6. Transbay Transit Center – TIFIA Loan Debt Service
San Francisco County
\$1.18 billion</p> <p>7. BART Seismic Retrofit Program**
Multiple Counties
\$1.06 billion</p> <p>8. BART Railcar Replacement Program**
Multiple Counties
\$1.02 billion</p> <p>9. US-101 Doyle Drive Replacement
San Francisco County
\$954.8 million</p> <p>10. BART – Warm Springs Extension
Alameda County
\$890 million</p> | <p>11. Caltrain Electrification
Multiple Counties
\$785 million</p> <p>12. Transbay Terminal/Caltrain Downtown Extension – Ph. 2
San Francisco County
\$637 million</p> <p>13. BART Car Exchange (Preventive Maintenance)**
Multiple Counties
\$618.5 million</p> <p>14. San Jose International Airport People Mover
Santa Clara County
\$508 million</p> <p>15. Sonoma Marin Area Rail Corridor
Sonoma County/Marin County
\$490.8 million</p> <p>16. BART Oakland –Airport Connector
Alameda County
\$484.3 million</p> <p>17. SR-4 East Widening from Somersville Rd. to SR-160
Contra Costa County
\$464.4 million</p> <p>18. E-BART – East Contra Costa County Rail Extension
Contra Costa County
\$463.25 million</p> <p>19. Valley Transportation Authority: Preventive Maintenance**
Santa Clara County
\$430.9 million</p> <p>20. SR-24 – Caldecott Tunnel 4th Bore
Alameda County/
Contra Costa County
\$420.3 million</p> | <p>21. I-580/I-680 Improvements
Alameda County
\$392.5 million</p> <p>22. US-101 HOV Lanes — Marin-Sonoma Narrows (Marin)
Marin County
\$372.7 million</p> <p>23. US-101 Marin-Sonoma Narrows (Sonoma)
Sonoma County
\$372.7 million</p> <p>24. Caltrain Express: Phase 2
Multiple Counties
\$368.5 million</p> <p>25. AC Transit: Preventive Maintenance Program**
Alameda County
\$346.5 million</p> <p>26. Capitol Expressway LRT Extension
Santa Clara County
\$334 million</p> <p>27. SR-1 Devils Slide Bypass
San Mateo County
\$322.8 million</p> <p>28. Dumbarton Rail Service
Alameda County/San Mateo County
\$301 million</p> <p>29. I-680/SR-4 Interchange Reconstruction – Phases 1-5
Contra Costa County
\$297.5 million</p> <p>30. Outer Harbor Intermodal Terminals
Alameda County
\$274.3 million</p> | <p>31. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A
Marin County/San Francisco County
\$274 million</p> <p>32. BART Transbay Tube Seismic Retrofit
Multiple Counties
\$265.3 million</p> <p>33. Freeway Performance Initiative (FPI)**
Multiple Counties
\$243.9 million</p> <p>34. El Camino Real Bus Rapid Transit**
Santa Clara County
\$233.4 million</p> <p>35. SR-25/Santa Teresa Blvd/US-101 Interchange
Santa Clara County
\$233 million</p> <p>36. 7th Street Grade Separation and Roadway Improvement
Alameda County
\$220.5 million</p> <p>37. Geary Bus Rapid Transit
San Francisco County
\$219.8 million</p> <p>38. Enhanced Bus – Telegraph/International/ East 14th
Alameda County
\$209.2 million</p> <p>39. I-680 Sunol Grade – Alameda SB HOV, Final Phase
Alameda County
\$203 million</p> <p>40. Yerba Buena Island (YBI) Ramp Improvements
San Francisco County
\$200 million</p> |
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** These projects not shown on map



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



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 *ABC's of MTC*. Both are posted on MTC's Web site at <http://www.mtc.ca.gov/library/>. Printed copies are available through the MTC/ABAG Library and may be ordered via e-mail library@mtc.ca.gov, fax (510.817.5848) or telephone (510.817.5836).