

METROPOLITAN TRANSPORTATION COMMISSION
2019 Transportation Improvement Program (TIP)
Response to Public Comments

The Draft 2019 TIP was released for public review and comment from June 18, 2018 through July 19, 2018 and was presented at a public meeting on July 11, 2018 to receive public comment. The following is a list of the public comments submitted to MTC along with staff’s responses to these comments. No comments were made during the public hearing. This list does not include the project listing changes requested by project sponsors. The correspondence are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

No.	Name	Agency/Organization	Dated	Response
1	Bill Mayben	Public	Email 6/19/2018	Response #1, #2, and #3
2	Sherman Lewis	Public	Email 6/18/2018	Response #4
3	Roland Lebrun	Public	Email 9/11/2018	Response #5 and #6

Support more funding for public transportation and less for roadway investments:

Comment

One commenter expressed support for funding for public transit projects, but did not support roadway investments.

Response #1

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with Plan Bay Area. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC’s Guide to the San Francisco Bay Area’s Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-2). The guide is also available at MTC’s offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

MTC also works with our partner agencies to develop programs that fund or incentivize specific categories of projects. Information about these programs and their development can be found online at: <http://mtc.ca.gov/our-work/fund-invest>.



Resilience to earthquakes and sea level rise:

Comment

One commenter highlighted the importance of making transportation systems more resilient to disruptions such as earthquakes and sea-level rise.

Response #2

MTC has undertaken a number of efforts to address the resilience of the Bay Area's transportation infrastructure. Resilience was identified as one of the three core issue areas of the *Plan Bay Area 2040* Action Plan (<http://2040.planbayarea.org/action-plan>). Other efforts include partnering with the Bay Conservation and Development Commission (BCDC) through their Adapting to Rising Tides (ART) Program (<https://mtc.ca.gov/our-work/plans-projects/climate-change-clean-vehicles/adapting-rising-tides>) and taking part in the Bay Area: Resilient by Design Challenge (<http://www.resilientbayarea.org/>).

Surface transportation projects identified through these planning efforts are currently or will be included in the TIP if they receive federal funds, require a federal action or are considered regionally significant for air quality conformity purposes.

Spread jobs and housing more evenly throughout the region:

Comment

One commenter advocated for a more even distribution of jobs and housing throughout the region.

Response #3

SB 375 requires MTC to develop a Sustainable Communities Strategy that demonstrates that land-use development patterns and the proposed transportation network can work together to meet greenhouse gas reduction targets. To help achieve these goals, some funding programs, such as the One Bay Area Grant (OBAG) County Discretionary Program, include policies that incentivize cities to build housing. While the TIP includes funding from these programs, the TIP itself is focused on near-term transportation investments and does not include land-use decisions. Local jurisdictions retain the authority to adopt local land-use policies and make specific land-use decisions through their individual processes.

2019 TIP relationship to the STIP and LATIP

Comment

One commenter asked if the 2019 TIP includes projects from the State Transportation Improvement Program (STIP) and Local Assistance Transportation Improvement Program (LATIP).

Response #4

MTC's 2019 TIP does include projects and funding identified in the STIP and LATIP if those projects have federal funding, require a federal action or are regionally significant for air quality conformity purposes.

Project specific comments

Comment

One commenter asked why the 25th Ave. Grade Separation project was not included in the 2019 TIP as a locally sponsored project.

Response #5

The City of San Mateo is the project sponsor for the 25th Avenue Grade Separation Project; Caltrain is the implementing agency. Project sponsors are responsible for submitting projects to be included in the TIP. In this case, the City of San Mateo did not submit the project. In response to this question staff reviewed the project and determined that it did not meet any of the criteria that would require it to be listed in the TIP – having federal funding, requiring a federal action, or being of regional significance for air quality conformity. If there is any change to the project that cause it to meet any of these criteria, it will be amended into the TIP at a future date.

Comment

One commenter requested details on the change of fund source for \$97 million from “Other Local” funds to Federal Transit Administration Section 5307 funds for the Caltrain Electrification project described in Attachment D to this item.

Response #6

The \$97 million in local funds being replaced with FTA Section 5307 funds is a portion of the projected proceeds of MTC’s proposed FTA financing. MTC has proposed to issue bonds to be repaid with future apportionments of FTA formula funds to help pay for the costs of certain transit capital projects. The projects to be financed originally included Caltrain Electrification. MTC staff subsequently revised the proposed financing plan to exclude Caltrain Electrification, which will be funded with 5307 instead in order to keep the funding for Electrification complete.

The \$97 million of 5307 for Electrification comes from several sources, which include previously unprogrammed funds and funds that were previously programmed to other projects. The previously programmed 5307 funds were shifted to Caltrain Electrification and replaced with other sources, so no projects suffered reduced funding due to the reprogramming of 5307 to Electrification. These sources include:

- \$36 million in FY18 FTA apportionments that were not previously programmed because Congress appropriated more for FTA programs in FY18 than we anticipated;
- \$13 million in FTA apportionments to the San Jose Urbanized Area that were not previously programmed because the apportionments exceeded VTA’s high-priority capital needs;
- \$15 million in 5307 that was previously programmed to a Golden Gate Transit ferry project, and replaced with the award of an FTA Ferry Discretionary Grant to the Golden Gate project; and
- \$33 million from a combination of numerous smaller programming changes that involved shifting project costs from 5307 to other funding sources or reducing programming for reasons unrelated to Caltrain Electrification.

Replacing the bond proceeds for Caltrain Electrification with 5307 funds enabled MTC to reduce the total size of the proposed bond issue. As such, the local funds were not reassigned to other projects.

The requested details about the project and funding were provided directly to the commenter.

