



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group, Joint Local Streets and
Roads/Programming and Delivery Working Group

DATE: March 8, 2018

FR: Adam Crenshaw, Programming and Allocations Section

RE: Primer and Schedule for the Development of the 2019 TIP

Background

The federally required Transportation Improvement Program or TIP is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes over a four-year period. The current 2017 TIP covers federal FY 2016-17 through FY 2019-20. In alignment with the Federal Statewide TIP development efforts, MTC is in the process of developing the 2019 TIP. The 2019 TIP will cover the four-year period from FY 2018-19 through FY 2021-22. Like the 2017 TIP, the 2019 TIP must be consistent with existing Regional Transportation Plan, *Plan Bay Area 2040*.

Because it takes several months to prepare a new TIP, our ability to reflect further changes in the 2017 TIP will be very limited after Monday, April 2, 2018. This is necessary to provide the time needed to ensure that programming data is consistent as we move from the current 2017 TIP to the new 2019 TIP, conduct the required air quality conformity analysis and determination, allow for adequate public participation in the development process, and provide sufficient time for Caltrans, FHWA and FTA review and approval. This memo is a primer on the TIP development process.

Initial Actions for Developing the Draft 2019 TIP

February 1 – Deadline to submit revisions in FMS for the February administrative modification (2017-24) and the March amendment (2017-30), FMS locked for editing projects on February 2.

March 1 – Deadline to submit information on projects that are not exempt from regional air quality conformity.

March 8 – FMS will be open for Sponsors and CMAs to review projects and submit changes for the 2019 TIP.

April 2 – Deadline for Sponsors and CMAs to submit remaining projects in FMS for the 2019 TIP.

The full schedule for the 2019 TIP development process is included in Attachment A.

Review of Projects for the 2019 TIP

Developing the 2019 TIP entails reviewing all of your projects currently in FMS, revising these projects where appropriate and submitting all of your projects for review. You may also add new projects to the TIP through this process. CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. While Sponsors and CMAs will not be able to submit projects or changes through FMS from February 2 to March 8, projects are available for review using the “Project Search” function. When reviewing projects, please be sure to review the latest version of the project.

Beginning March 8, the Universal Application module of FMS will be opened for sponsors and CMAs to begin reviewing and revising existing projects and entering new projects. To access your projects:

1. Go to the FMS site at fms.mtc.ca.gov
2. Sign in and click on the “Universal Application” tab
3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format
4. Review all of your projects and make any necessary changes
5. Once you are done with your review please submit all of your projects by **5:00PM on Monday, April 2, 2018.**

To enter a new project, select “Create New Project” in Step 3 above and fill out the required fields (marked with an ‘*’).

As a reminder, cities and counties are able to enter and revise projects directly in the FMS application, but must work with their respective CMA to submit them. Transit operators can submit projects and revisions directly.

Areas to Focus Your Review

When conducting your review, please focus on the following:

1. Should the project be removed from the TIP?
2. Do any new projects need to be added to the TIP?
3. Is the RTP ID for each project correct and is the TIP project consistent with the RTP project that it references?
4. Do the project description and expanded project description include enough detail to fully describe the scope of work being implemented?
5. Is the funding information for the project correct?
6. Is the other information in FMS correct?
7. You will also need to answer Project Performance Measure information for **all projects.**

Further details on reviewing these areas of focus are included below.

Archiving and Deleting Projects

If all federal or state funding for the project have been awarded or obligated, and the project has been completed; or if all project funding is prior to FY2016-17 and no further federal action is anticipated for the project, the project can be archived and removed from the TIP. To archive a completed project:

1. Set the 'Is project completed/opened to traffic' field on the 'General Information' tab to "Yes"
2. In the 'Reason for Revision' field include a note to "Archive this project as it has been completed"
3. Submit the application

If a project currently in the TIP has been abandoned and will not be moving forward, it may also be removed from the TIP. To remove these projects from the TIP:

1. Leave the 'Is project completed/opened to traffic' field set to "No"
2. In the 'Reason for Revision' field include a note to "Delete this project as it will not be completed"
3. Update the funding information to show only the funding that has been expended on the project and remove all unexpended funds
4. Submit the application

This is important, as completed projects must be reported to FHWA, and these archived projects are used to develop the list of completed projects. Projects that will not move forward and are deleted from the TIP will be excluded from that list.

If a project is included in the TIP more than once please delete one of the duplicate projects using the method described for failed projects, but the 'Reason for Revision' should state that the project is a duplicate project. Please also include the TIP ID number of the project that will remain in the TIP.

If the project has no funding in the four years covered by the 2019 TIP (FY2018-19 to FY2021-22), but you expect the project or program to receive additional federal funds in the future and you do not want the project archived please do the following:

1. Leave the 'Is project completed/opened to traffic' field set to "No"
2. In the 'Reason for Revision' field include a note that the project should be "carried forward for informational purposes as additional federal funding is expected"
3. Submit the application

New TIP Projects

Please review your existing projects in FMS to see if any projects need to be added. In addition to federally funded projects, the TIP must also include any project that requires a federal action and any regionally significant projects that are funded with only state, regional or local funds. Review your agency's capital improvement program for FY 2018-19 through FY 2021-22 to determine if your locally funded projects must be included in the TIP. A project is typically considered regionally significant if it impacts the capacity of roadways classified as minor arterial or above or fixed-guideway transit systems.

Please note that any new projects that are not exempt from regional air quality conformity analysis need to be sent to MTC as part of the call for information on non-exempt projects that concluded on March 1.

RTP Project Reference

Please ensure that each project in the TIP is referencing the correct project in *Plan Bay Area 2040*. All projects in the TIP must be consistent with the RTP project that they reference by adhering to the following:

1. The scope of the TIP project as included in the project description and expanded description must be within the scope of the project as described in the RTP
2. The total cost of the project shown in the TIP, including funding in prior and later years, should be less than or equal to the cost of the project in the RTP
3. Funds for the project cannot be programmed in a year that falls after the project completion year reflected in the *Transportation Air Quality Conformity Analysis*. If your funding must be programmed in a year that is inconsistent with the last *Conformity Analysis*, please include this information in your response to the recent call for information on non-exempt project.

Please note that many projects in the TIP that are exempt from regional air quality conformity analysis are included in the *Plan Bay Area 2040* as part of a program and are not individually listed. Projects that are not exempt from regional air quality conformity analysis are included as individual projects in the RTP.

A list of all projects included in *Plan Bay Area 2040* is available at:
<http://projects.planbayarea.org/explore>.

The current *Transportation Air Quality Conformity Analysis* is available at:
[http://mtc.ca.gov/sites/default/files/I-580 Access Improvements Air Quality Conformity Analysis.pdf](http://mtc.ca.gov/sites/default/files/I-580%20Access%20Improvements%20Air%20Quality%20Conformity%20Analysis.pdf)

Project Description

Review the project title, the project description, and expanded project description to ensure that the name, limits and scope accurately describe the work that will be implemented. The project description should include the following three elements separated by a colon (":"):

1. The jurisdiction where the work is being implemented (e.g. "County A", "City B", "Transit System C", etc)
2. The limits of the project (e.g. "On Street X from Avenue Y to Z Road", "Citywide", etc)
3. The scope of work that is being implemented or activities undertaken (e.g. "Rehabilitate roadway", "Install Traffic Signal", "Replace 2 trolley buses", etc). Please be sure to specifically call out any regionally non-exempt activities such as road extensions or elements that are subject to project-level air quality conformity, such as the installation of any new traffic signals.

If a project is to be implemented in phases, please identify the limits and scope of work for each individual phase in the expanded project description.

Project Funding

Please also review your projects' funding information to confirm that the dollar amounts, fund sources and programming years are correct.

Please note that only funding and phases programmed in the active four-year TIP period (FY2018-19 to FY2021-22) are considered to be programmed in the TIP. Funds programmed in years before or after these years are included for informational purposes only and are not eligible for federal actions. One example of this is that funding programmed in FY2021-22 may be obligate sooner using Expedited Project Selection Procedures (EPSP) in certain circumstances, but funding programmed in FY2022-23 or later cannot be obligated without a revision to the 2019 TIP. **If you have unobligated FHWA funds or FTA funds that have not yet been put into grants and those funds are currently programmed in FY2017-18 or earlier, please be sure to reprogram those funds into the active four-year TIP period.**

Federal regulations require that TIP project listings show the total cost of all phases (e.g. PE, ROW or CON), even if those phases are programmed outside of the TIP period or if they are funded using only non-federal funds. If a project listing does not show any amount programmed for a capital phase, (ROW or CON) a TIP amendment and perhaps a new conformity analysis may be required to amend a capital phase into the TIP if necessary in the future.

Funds for a single phase of a project (e.g. PE, ROW or CON) must be programmed in the year of allocation/obligation for that phase. Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Freeway Service Patrol), multi-year program of projects (such a various streets and roads rehabilitation, or bus rehabilitation/replacement programs), or projects with multiple phases or segments (in which case the project expanded description must include a statement noting the limits and scopes of work for each phase or segment).

MTC also requires that only committed funding be included in the active four years of the TIP. For federal, state and regional funding in the TIP period, please ensure that the funds have been approved through their respective programs. Local funds in the active four years of the TIP need to be committed to the project through an approved capital improvement program (CIP) or similar board-approved action. If you have more than \$2 million in local funds programmed to a single project, please upload the relevant pages from the appropriate CIP or board-approved action in the 'Miscellaneous Documents' section of the 'Project Documents' tab in FMS. This is critical to ensuring that the projects are fully funded and the TIP is fiscally constrained.

Even if the funding for future project phases has not been committed to a project, federal regulations still require that the full cost of the project, including those phases, be shown in the TIP. If specific funding has not been identified or secured, please show it as RTP-Long Range Plan funds (RTP-LRP) funds programmed in FY2022-23 or later. When submitting a project application, please ensure that RTP-LRP funds are not programmed within the active four-year TIP period (FY2018-19 through FY21-22).

Federal regulations also require that the cost of the project and each of the phases be shown in year of expenditure (YOE) dollars and the total cost of the project cannot exceed the total cost of the project as indicated in *Plan Bay Area 2040*.

Other Information in the TIP

Location Information

Ensure that the State Assembly, State Senate and Congressional district information included for your projects is correct. This information is helpful when your legislators request transportation funding data.

Project Milestones

Sponsors are requested to review the project delivery milestones as well the years the various phases are programmed in the TIP.

Contact Information

Please also ensure that the contact information for your projects is up to date. The ‘Sponsoring Agency’ contact should be the project manager or someone else from the sponsoring agency who is able to answer questions about all aspects about the project. If your agency is partnering with another agency to implement the project, please include a similar contact from the partner agency as the ‘Implementing Agency’ contact. If the implementing agency is the same as the sponsoring agency, please include an alternate contact as the ‘Implementing Agency’ contact.

Project Level AQ

While you are not required to complete the project-level PM_{2.5} air quality conformity information for your project in order to include the project in the 2019 TIP, you will need to have completed the project-level conformity process before you complete your environmental review. As such, this review of projects is a good time to begin the process by clicking on the ‘Edit Project Conformity’ button on the ‘Air Quality’ tab in FMS and answering the six questions available under ‘Step 1: Project Identification’. Please note that your answers to some questions may cause the answers to other questions to be auto-populated as the categories described in questions 3, 4, and 5 are mutually exclusive.

IMPORTANT: New Requirement This Year for TIP Updates

Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the TIP, MTC is required to show (1) that the TIP “makes progress towards achieving [the region’s] performance targets” and (2) that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.”

As part of the region’s effort to demonstrate progress towards meeting the established performance targets, project sponsors will be required to answer performance related questions in FMS for each project before the project can be submitted. Many of the questions pertain to specific transportation systems or modes. If a specific question does not apply to your project, please select “not applicable” or “none applies”. Details on the performance measure requirements for the 2019 TIP and the questions included in FMS are included in Attachment B.

After Project Review

Once you are done reviewing a project, please include a summary of what changes, if any, were made in the 'Reason for Revision' and 'Description of Change' fields and either submit the project directly (for CMAs and Transit Operators) or work with your partner CMAs to submit the project for you (for cities and counties). **The deadline for submitting these changes in FMS is 5:00pm Monday, April 2, 2018. FMS will be locked down at this time and any changes not submitted by this deadline will not be reflected in the Draft 2019 TIP.**

MTC staff will then review all of the projects to be included in the new TIP and develop the Draft 2019 TIP and Draft Air Quality Conformity Analysis. These documents expected to be released for public review and comment in June, 2018, with a public hearing expected to be held at the Programming and Allocations Committee meeting on Wednesday, July 11, 2018.

MTC Staff Contacts

If you have any funding specific question(s) please contact the following MTC staff persons:

FHWA Funds including: STP/CMAQ, FHWA Earmarks	Mallory Atkinson	(415) 778-6793
FTA Funds including: Section 5307/5337/5339	Rob Jaques	(415) 778-5378
FTA Earmarks	Glen Tepke	(415) 778-6781
State and Regional Highway Funds including: STIP, TCRP, CMIA, TCIF, RM2 Highway Projects	Kenneth Kao	(415) 778-6768
Active Transportation Program	Karl Anderson	(415) 778-6645
FTA Section 5310 Funds	Drennen Shelton	(415) 778-5309
Proposition 1B – PTMISEA and SLPP	Kenneth Folan	(415) 778-5204
TPI and RM2 Transit Projects	Craig Bosman	(415) 778-6770
Questions on Project Level Conformity/POAQC process	Harold Brazil	(415) 778-6747
2019 TIP Development and Fund Management System (FMS)	Adam Crenshaw	(415) 778-6794

Primer and Schedule for Development of the 2019 TIP
March 8, 2018
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We appreciate your help updating the TIP. Time spent now getting the project listings correct will save time in the future by minimizing additional changes and avoiding potential project delivery delays.

Thank you for your prompt attention to this request.

Attachment A: TIP Development Schedule

Attachment B: Federal Performance Management 2019 TIP Guidance

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Attachment A - Tentative Schedule for the 2019 TIP Update

Milestone	Projected Date(s)
Project Listing Development	January 2018 - June 2018
Call For New and Revised Non-Exempt Projects	January 2018 - March 1, 2018
FMS Closed for 2019 TIP Development	February 2, 2018
FMS Open for Sponsor and CMA Review of Projects	March 8, 2018
Deadline for Sponsors to Submit Projects for 2019 TIP	April 2, 2018
MTC Review of Projects	April - June 2018
Release Draft 2019 TIP	June 2018
Public Review and Comment	June - July 2018
Adopt 2019 TIP	September 2018
Caltrans Approval of the 2019 FSTIP	November 2018
FTA/FHWA Approval of the 2019 FSTIP	December 2018

Metropolitan Transportation Commission

Federal Performance Management – 2019 TIP Guidance

Starting with the 2019 TIP, MTC is required to show that the investments in the TIP make progress towards achieving our regional targets for several federally-mandated performance measures. In addition, the TIP must include, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR 450.326).

To meet these requirements, all projects in the TIP must include information in the following performance areas: roadway safety, transit safety, pavement and bridge condition, system reliability, congestion reduction, and transit asset management. **The performance management questions are required for all projects in the TIP, regardless of project type or fund source.**

The list of 28 performance management questions, along with possible responses, and additional notes, are provided below. Attachment B1 to this guidance provides sample responses for two hypothetical TIP projects – a bus procurement and roadway preservation project.

Purpose or Goal of Project

- 1) Please indicate the **primary purpose** of this project:

Options
Roadway safety
Transit safety
Pavement condition on the National Highway System (NHS)
Bridge condition on the National Highway System (NHS)
System reliability on National Highway System (NHS), for all users
System reliability on the Interstate System (IS), for goods movement
Congestion reduction
Transit Asset Management
Other

If the primary purpose is not listed, please select “Other.” If the project has multiple purposes, select the option that best represents the primary focus of the project, or “Other.”

Roadway Safety

Note that “Roadway Safety” includes all roads and all modes; however, if this is a safety project targeted to improve safety on board transit vehicles or at transit stations, please select “Transit Safety.” If the project is not anticipated to have an effect on roadway safety, select “Minimal or No Impact.”

- 2) What effect will the project have on **fatalities from roadway crashes** for users of all modes?

Options
Significant Reduction
Moderate Reduction
Minimal or No Impact
Adverse Impact

- 3) What effect will the project have on **serious injuries from roadway crashes** for users of all modes?

Options
Significant Reduction
Moderate Reduction
Minimal or No Impact
Adverse Impact

- 4) What effect will the project have on the **combination of fatalities and serious injuries** from roadway crashes, **specifically for bicyclists and pedestrians**?

Options
Significant Reduction
Moderate Reduction
Minimal or No Impact
Adverse Impact

Roadway System Reliability

Projects of all modes – road, transit, non-motorized, etc. – can improve reliability on an Interstate or National Highway System (NHS) facility, even if the project itself is on a parallel corridor. If the project is not anticipated to have an effect on system reliability on the Interstate or NHS, please select “Minimal or No Impact.”

- 5) What effect will the project have on **Interstate highway reliability**, based upon the magnitude of impact and the number of people who will benefit?

Options
Significant Improvement
Moderate Improvement
Minimal or No Impact
Adverse Impact

- 6) What effect will the project have on **non-Interstate National Highway System (NHS) reliability**, based upon the magnitude of impact and the number of people who will benefit?

Options
Significant Improvement
Moderate Improvement
Minimal or No Impact
Adverse Impact

- 7) What effect will the project have on **tailpipe CO₂ emissions** for all vehicles on the National Highway System (NHS)?

Options
Significant Improvement
Moderate Improvement
Minimal or No Impact
Adverse Impact

Freight Movement

Projects of all modes – road, transit, non-motorized, etc. – can improve truck freight reliability on an Interstate, even if the project itself is on a parallel corridor. If the project is not anticipated to have an effect on Interstate system reliability for truck freight, select “Minimal or No Impact.”

8) What effect will the project have on **Interstate highway reliability for trucks?**

Options
Significant Improvement
Moderate Improvement
Minimal or No Impact
Adverse Impact

Congestion Reduction

Projects of all modes – road, transit, non-motorized, etc. – can improve roadway congestion. If the project is not anticipated to have an effect on roadway congestion, select “Minimal or No Impact.”

9) What effect will the project have on **roadway congestion?**

Options
Significant Improvement
Moderate Improvement
Minimal or No Impact
Adverse Impact

10) In which **urbanized area(s) does the project affect congestion**, if any?
[check all that apply]

Options
San Francisco-Oakland UA
San Jose UA
Concord UA
Santa Rosa UA
Antioch UA
Other Bay Area UA with less than 200,000 inhabitants
Minimal or No Impact to Congestion

11) Can the project be explicitly represented in the **regional travel demand model?**

MTC staff may request additional information from projects that can be modeled.

Options
Yes
No

Pavement and Bridge Condition

- 12) The project affects **pavement and/or bridge condition** on the Interstate or non-Interstate National Highway System (NHS).

Options
Yes
No

- 13) How many **Interstate lane miles does this project upgrade** from the various conditions?
[nearest tenth of a mile]

If the project does not affect pavement condition, leave the mileage table at the default values of 0.0.

Existing Condition	After-Project Condition	Interstate Miles
Poor	Fair	0.0
Poor	Good	0.0
Fair	Good	0.0

- 14) How many **non-Interstate National Highway System (NHS) lane miles does this project upgrade** from the various conditions?
[nearest tenth of a mile]

If the project does not affect pavement condition, leave the mileage table at the default values of 0.0.

Existing Condition	After-Project Condition	NHS Miles
Poor	Fair	0.0
Poor	Good	0.0
Fair	Good	0.0

- 15) For projects on **National Highway System bridges, what is the total bridge deck area being upgraded** from the following conditions?
[square meters]

If the project does not affect bridge condition, leave the deck area table at the default values of 0.

Existing Condition	After-Project Condition	Deck Area
Poor	Fair	0
Poor	Good	0
Fair	Good	0

Transit Safety

- 16) The project affects **transit safety**.

Options
Yes
No

17) For what **mode(s) of transit** does this project have a **transit safety benefit or impact**?

[select all that apply]

If the project does not affect transit safety, select “None/No Transit Safety Benefit or Impact” or “Minimal or No Impact,” as appropriate.

Options
Articulated Bus
Automated Guideway Vehicles
Bus
Bus Rapid Transit
Cable Car
Commuter rail, locomotive
Commuter rail, passenger coach
Commuter rail, self-propelled passenger car
Ferryboat
Heavy rail passenger car
Light rail vehicle
Over the Road bus
Trolley Bus
Van
Revenue Vehicle: Car
Vintage Trolley
None/No Transit Safety Benefit or Impact

18) What effect will the project have on **reportable transit fatalities**?

Options
Significant Reduction
Moderate Reduction
Minimal or No Impact
Adverse Impact

19) What effect will the project have on **reportable transit injuries**?

Options
Significant Reduction
Moderate Reduction
Minimal or No Impact
Adverse Impact

Transit Asset Management

20) The project **affects transit assets**.

Options
Yes
No

- 21) How many **revenue vehicles** currently past your agency's useful life benchmark **will this project replace with new vehicles or rehabilitated vehicles**, and what class of vehicles are being replaced?

If the project does not replace transit revenue vehicles, leave the table below at the default values of 0.

Options	Number
Articulated Bus	0
Automated Guideway Vehicles	0
Bus	0
Bus Rapid Transit	0
Cable Car	0
Commuter rail, locomotive	0
Commuter rail, passenger coach	0
Commuter rail, self-propelled passenger car	0
Ferryboat	0
Heavy rail passenger car	0
Light rail vehicle	0
Over the Road bus	0
Trolley Bus	0
Van	0
Revenue Vehicle: Car	0
Vintage Trolley	0

- 22) How many **non-replacement revenue vehicles** will this project **add to your agency's fleet**, and what class of vehicles are being purchased?

If the project does not add non-replacement revenue vehicles to a transit fleet, leave the table below at the default values of 0.

Options	Number
Articulated Bus	0
Automated Guideway Vehicles	0
Bus	0
Bus Rapid Transit	0
Cable Car	0
Commuter rail, locomotive	0
Commuter rail, passenger coach	0
Commuter rail, self-propelled passenger car	0
Ferryboat	0
Heavy rail passenger car	0
Light rail vehicle	0
Over the Road bus	0
Trolley Bus	0
Van	0
Revenue Vehicle: Car	0
Vintage Trolley	0

- 23) How many **non-revenue vehicles** currently past your agency's useful life benchmark **will this project replace with new vehicles or rehabilitated vehicles**?

If the project does not replace non-revenue transit vehicles, leave the field below at the default value of 0.

Number
0

- 24) How many **non-replacement non-vehicles will this project add** to your agency's fleet?

If the project does not add non-revenue vehicles to a transit fleet, leave the field below at the default value of 0.

Number
0

- 25) How many **facilities will be upgraded from poor or marginal conditions to adequate or better conditions**, and what class of facilities are being upgraded?

If the project does not upgrade transit facilities, leave the table below at the default values of 0.

Options	Number
Passenger facilities	0
Passenger parking facilities	0
Maintenance facilities	0
Administrative facilities	0

- 26) How many **new (non-replacement) facilities will be constructed**, and what class of facilities do those relate to?

If the project does not construct new transit facilities, leave the table below at the default values of 0.

Options	Number
Passenger facilities	0
Passenger parking facilities	0
Maintenance facilities	0
Administrative facilities	0

- 27) How many **directional route-miles of rail track that currently have performance restrictions (e.g., slow zones) will be improved** as a result of this project to an extent that eliminates aforementioned performance restrictions?
[nearest tenth of a mile]

If the project does not improve transit rail track to remove performance restrictions, leave the table below at the default values of 0.0.

Track Miles
0.0

- 28) How many **new (i.e. non-replacement) directional route-miles of rail track will be constructed?**
[nearest tenth of a mile]

If the project does not construct new transit rail track, leave the table below at the default values of 0.0.

Track Miles
0.0

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Metropolitan Transportation Commission
2019 TIP – Federal Performance Management

Sample Project 1 of 2 – Bus Replacement

General Information	Description	Location	Funding	Delivery Milestones	Screening Criteria	Contact Information	Project Documents	Air Quality	Performance Measures
TIP ID			Project Version Number	0		FMS ID			
County	Contra Costa		Implementing Agency	CCCTA		Submode	BUS:100%		
Project name	CCCTA - Replace 10 40' buses								

Please don't close this window. Use SAVE or CANCEL to exit. This will unlock this project for other users to edit.

Step 10 of 9 [Glossary](#) [Application Assistant](#) [Contact Us](#)

Responses to the following Performance questions are required for all projects in the TIP. MTC is required to show the anticipated effect of TIP investments towards achieving regional performance targets related to safety, asset management, system reliability, congestion, and air quality (23 CFR 450.326).

1) Please indicate the primary purpose of this project: *

2) What effect will the project have on fatalities from roadway crashes for users of all modes? *

3) What effect will the project have on serious injuries from roadway crashes for users of all modes? *

4) What effect will the project have on the combination of fatalities and serious injuries from roadway crashes, specifically for bicyclists and pedestrians? *

5) What effect will the project have on Interstate highway reliability, based upon the magnitude of impact and the number of people who will benefit? *

6) What effect will the project have on non-Interstate National Highway System (NHS) reliability, based upon the magnitude of impact and the number of people who will benefit? *

7) What effect will the project have on tailpipe CO2 emissions for all vehicles on the NHS? *

8) What effect will the project have on Interstate highway reliability for trucks? *

9) What effect will the project have on roadway congestion? *

10) In which urbanized area(s) does the project affect congestion, if any? *

Urbanized Areas

- Antioch UA
- Concord UA
- Other Bay Area UA with less than 200,000 inhabitants
- San Francisco - Oakland UA
- San Jose UA
- Santa Rosa UA
- Minimal or No Impact To Congestion

11) Can the project be explicitly represented in the regional travel demand model?" (Select one/Yes/No)

No ▼

12) The project affects pavement and or bridge condition on the Interstate or non-Interstate National Highway System (NHS). *

No ▼

13) How many Interstate lane miles does this project upgrade from the various conditions? (in nearest tenth of a mile)

Existing Condition	After Project Condition	Interstate Miles
Poor	Good	0.0
Fair	Good	0.0

14) How many non-Interstate National Highway System (NHS) lane miles does this project upgrade from the various conditions? (in nearest tenth of a mile)

Existing Condition	After Project Condition	NHS Miles
Poor	Good	0.0
Fair	Good	0.0

15) For projects on National Highway System bridges, what is the total bridge deck area (in square meters) being upgraded from the following conditions?

Existing Condition	After Project Condition	Deck Area
Poor	Good	0
Fair	Good	0

16) The project affects transit safety. *

No ▼

17) For what mode(s) of transit does this project have a transit safety benefit or impact? *

Vehicles

- Articulated Bus
- Automated Guideway Vehicles
- Bus
- Bus Rapid Transit
- Cable Car
- Commuter rail, locomotive
- Commuter rail, passenger coach
- Commuter rail, self-propelled passenger car
- Ferryboat
- Heavy rail passenger car
- Light rail vehicle
- Over the Road Bus
- Trolley Bus
- Van
- Revenue Vehicle: Car
- Vintage Trolley
- None/No Transit Safety Benefit or Impact

18) What effect will the project have on reportable transit fatalities?

Minimal or No Impact ▼

19) What effect will the project have on reportable transit injuries?

Minimal or No Impact ▼

20) The project affects transit assets. *

Yes ▼

21) How many revenue vehicles currently past your agency's useful life benchmark will this project replace with new vehicles or rehabilitated vehicles, and what class of vehicles are being replaced?

Vehicles

Articulated Bus	<input type="text" value="0"/>
Automated Guideway Vehicles	<input type="text" value="0"/>
Bus	<input type="text" value="10"/>
Bus Rapid Transit	<input type="text" value="0"/>
Cable Car	<input type="text" value="0"/>
Commuter rail, locomotive	<input type="text" value="0"/>
Commuter rail, passenger coach	<input type="text" value="0"/>
Commuter rail, self-propelled passenger car	<input type="text" value="0"/>
Ferryboat	<input type="text" value="0"/>
Heavy rail passenger car	<input type="text" value="0"/>
Light rail vehicle	<input type="text" value="0"/>
Trolley Bus	<input type="text" value="0"/>
Van	<input type="text" value="0"/>
Revenue Vehicle: Car	<input type="text" value="0"/>
Vintage Trolley	<input type="text" value="0"/>
Over the Road Bus	<input type="text" value="0"/>

22) How many non-replacement revenue vehicles will this project add to your agency fleet, and what class of vehicles are being purchased?

Vehicles

Articulated Bus	<input type="text" value="0"/>
Automated Guideway Vehicles	<input type="text" value="0"/>
Bus	<input type="text" value="0"/>
Bus Rapid Transit	<input type="text" value="0"/>
Cable Car	<input type="text" value="0"/>
Commuter rail, locomotive	<input type="text" value="0"/>
Commuter rail, passenger coach	<input type="text" value="0"/>
Commuter rail, self-propelled passenger car	<input type="text" value="0"/>
Ferryboat	<input type="text" value="0"/>
Heavy rail passenger car	<input type="text" value="0"/>
Light rail vehicle	<input type="text" value="0"/>
Trolley Bus	<input type="text" value="0"/>
Van	<input type="text" value="0"/>
Revenue Vehicle: Car	<input type="text" value="0"/>
Vintage Trolley	<input type="text" value="0"/>
Over the Road Bus	<input type="text" value="0"/>

23) How many non-revenue vehicles currently past your agency's useful life benchmark will this project replace with new vehicles or rehabilitated vehicles?

24) How many non-replacement non-revenue vehicles will this project add to your agency fleet?

25) How many facilities will be upgraded from poor or marginal conditions to adequate or better conditions, and what class of facilities are being upgraded?

Facilities

Passenger facilities	<input type="text" value="0"/>
Passenger parking facilities	<input type="text" value="0"/>
Maintenance facilities	<input type="text" value="0"/>
Administrative facilities	<input type="text" value="0"/>

26) How many new (non-replacement) facilities will be constructed, and what class of facilities do those relate to?

Facilities

Passenger facilities	<input type="text" value="0"/>
Passenger parking facilities	<input type="text" value="0"/>
Maintenance facilities	<input type="text" value="0"/>
Administrative facilities	<input type="text" value="0"/>

27) How many directional route-miles of rail track that currently have performance restrictions (e.g., slow zones) will be improved as a result of this project to an extent that eliminates aforementioned performance restrictions? (in nearest tenth of a mile)

*

28) How many new (i.e., non-replacement) directional route-miles of rail track will be constructed? (in nearest tenth of a mile)

*

Sample Project 2 of 2 – Roadway Preservation

General Information	Description	Location	Funding	Delivery Milestones	Screening Criteria	Contact Information	Project Documents	Air Quality	Performance Measure
TIP ID		Project Version Number	0	FMS ID					
County	Santa Clara	Implementing Agency	Morgan Hill	Submode	AUTO:50% BICYCLE:50%				
Project name	Monterey Road Preservation								

Please don't close this window. Use SAVE or CANCEL to exit. This will unlock this project for other users to edit.

Step 10 of 9

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Responses to the following Performance questions are required for all projects in the TIP. MTC is required to show the anticipated effect of TIP investments towards achieving regional performance targets related to safety, asset management, system reliability, congestion, and air quality (23 CFR 450.326).

[Save](#)

1) Please indicate the primary purpose of this project: *

Pavement condition on the National Highway System (NHS) ▼

2) What effect will the project have on fatalities from roadway crashes for users of all modes? *

Minimal or No Impact ▼

3) What effect will the project have on serious injuries from roadway crashes for users of all modes? *

Minimal or No Impact ▼

4) What effect will the project have on the combination of fatalities and serious injuries from roadway crashes, specifically for bicyclists and pedestrians? *

Minimal or No Impact ▼

5) What effect will the project have on Interstate highway reliability, based upon the magnitude of impact and the number of people who will benefit? *

Minimal or No Impact ▼

6) What effect will the project have on non-Interstate National Highway System (NHS) reliability, based upon the magnitude of impact and the number of people who will benefit? *

Minimal or No Impact ▼

7) What effect will the project have on tailpipe CO2 emissions for all vehicles on the NHS? *

Minimal or No Impact ▼

8) What effect will the project have on Interstate highway reliability for trucks? *

Minimal or No Impact ▼

9) What effect will the project have on roadway congestion? *

Minimal or No Impact ▼

10) In which urbanized area(s) does the project affect congestion, if any? *

Urbanized Areas

- Antioch UA
- Concord UA
- Other Bay Area UA with less than 200,000 inhabitants
- San Francisco - Oakland UA
- San Jose UA
- Santa Rosa UA
- Minimal or No Impact To Congestion

11) Can the project be explicitly represented in the regional travel demand model?" (Select one/Yes/No)

No ▼

12) The project affects pavement and or bridge condition on the Interstate or non-Interstate National Highway System (NHS). *

Yes ▼

13) How many Interstate lane miles does this project upgrade from the various conditions? (in nearest tenth of a mile)

Existing Condition	After Project Condition	Interstate Miles
Poor	Good	0.0
Fair	Good	0.0

14) How many non-Interstate National Highway System (NHS) lane miles does this project upgrade from the various conditions? (in nearest tenth of a mile)

Existing Condition	After Project Condition	NHS Miles
Poor	Good	0.6
Fair	Good	1.5

15) For projects on National Highway System bridges, what is the total bridge deck area (in square meters) being upgraded from the following conditions?

Existing Condition	After Project Condition	Deck Area
Poor	Good	0
Fair	Good	0

16) The project affects transit safety. *

No ▼

17) For what mode(s) of transit does this project have a transit safety benefit or impact? *

Vehicles

- Articulated Bus
- Automated Guideway Vehicles
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20) The project affects transit assets. *

No ▼

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Vehicles

Articulated Bus	<input type="text" value="0"/>
Automated Guideway Vehicles	<input type="text" value="0"/>
Bus	<input type="text" value="0"/>
Bus Rapid Transit	<input type="text" value="0"/>
Cable Car	<input type="text" value="0"/>
Commuter rail, locomotive	<input type="text" value="0"/>
Commuter rail, passenger coach	<input type="text" value="0"/>
Commuter rail, self-propelled passenger car	<input type="text" value="0"/>
Ferryboat	<input type="text" value="0"/>
Heavy rail passenger car	<input type="text" value="0"/>
Light rail vehicle	<input type="text" value="0"/>
Trolley Bus	<input type="text" value="0"/>
Van	<input type="text" value="0"/>
Revenue Vehicle: Car	<input type="text" value="0"/>
Vintage Trolley	<input type="text" value="0"/>
Over the Road Bus	<input type="text" value="0"/>

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Bus Rapid Transit	<input type="text" value="0"/>
Cable Car	<input type="text" value="0"/>
Commuter rail, locomotive	<input type="text" value="0"/>
Commuter rail, passenger coach	<input type="text" value="0"/>
Commuter rail, self-propelled passenger car	<input type="text" value="0"/>
Ferryboat	<input type="text" value="0"/>
Heavy rail passenger car	<input type="text" value="0"/>
Light rail vehicle	<input type="text" value="0"/>
Trolley Bus	<input type="text" value="0"/>
Van	<input type="text" value="0"/>
Revenue Vehicle: Car	<input type="text" value="0"/>
Vintage Trolley	<input type="text" value="0"/>
Over the Road Bus	<input type="text" value="0"/>

23) How many non-revenue vehicles currently past your agency's useful life benchmark will this project replace with new vehicles or rehabilitated vehicles?

24) How many non-replacement non-revenue vehicles will this project add to your agency fleet?

25) How many facilities will be upgraded from poor or marginal conditions to adequate or better conditions, and what class of facilities are being upgraded?

Facilities

Passenger facilities	<input type="text" value="0"/>
Passenger parking facilities	<input type="text" value="0"/>
Maintenance facilities	<input type="text" value="0"/>
Administrative facilities	<input type="text" value="0"/>

26) How many new (non-replacement) facilities will be constructed, and what class of facilities do those relate to?

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Maintenance facilities	<input type="text" value="0"/>
Administrative facilities	<input type="text" value="0"/>

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28) How many new (i.e., non-replacement) directional route-miles of rail track will be constructed? (in nearest tenth of a mile)

*
