





## Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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## What is the Metropolitan Transportation Commission?

**T**he Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass



transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the California State Transportation Agency and the U.S. Department of Housing and Urban Development.







### **The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.**

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

### **The TIP shows estimated project costs and schedules.**

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

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

### **The TIP must reflect realistic revenues and costs.**

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the four-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

### **The TIP may be changed after it is adopted.**

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

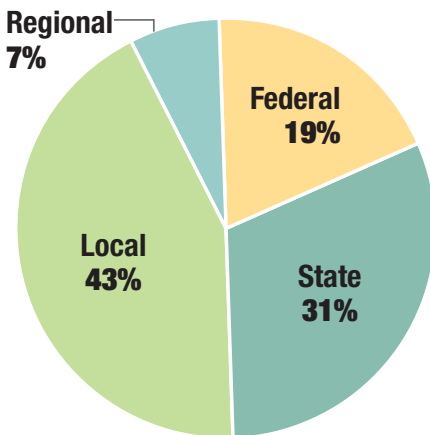
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.



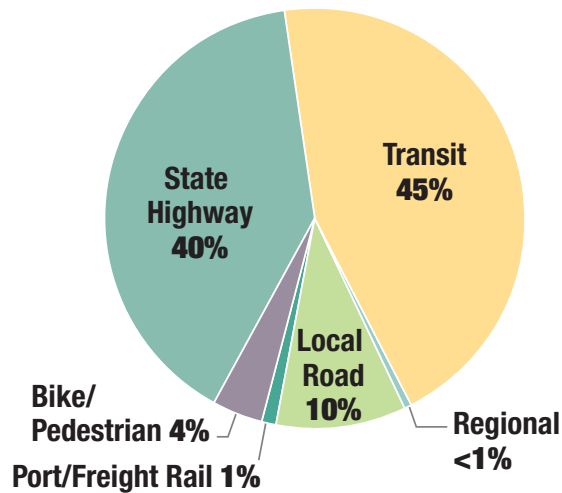
## A summary of the Draft 2017 TIP

**T**he Bay Area's Draft 2017 TIP includes approximately 700 transportation projects, and a total of approximately \$6.6 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2020. See the next page for a map of projects with costs greater than \$200 million.

### Draft 2017 TIP Funds by Source



### Draft 2017 TIP Funds by Mode



### Draft 2017 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed Draft 2017 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of Draft 2017 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2017 can be viewed on MTC's web site at:

[www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program](http://www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)



# Projects in the 2017 TIP with Costs Greater than \$200 Million

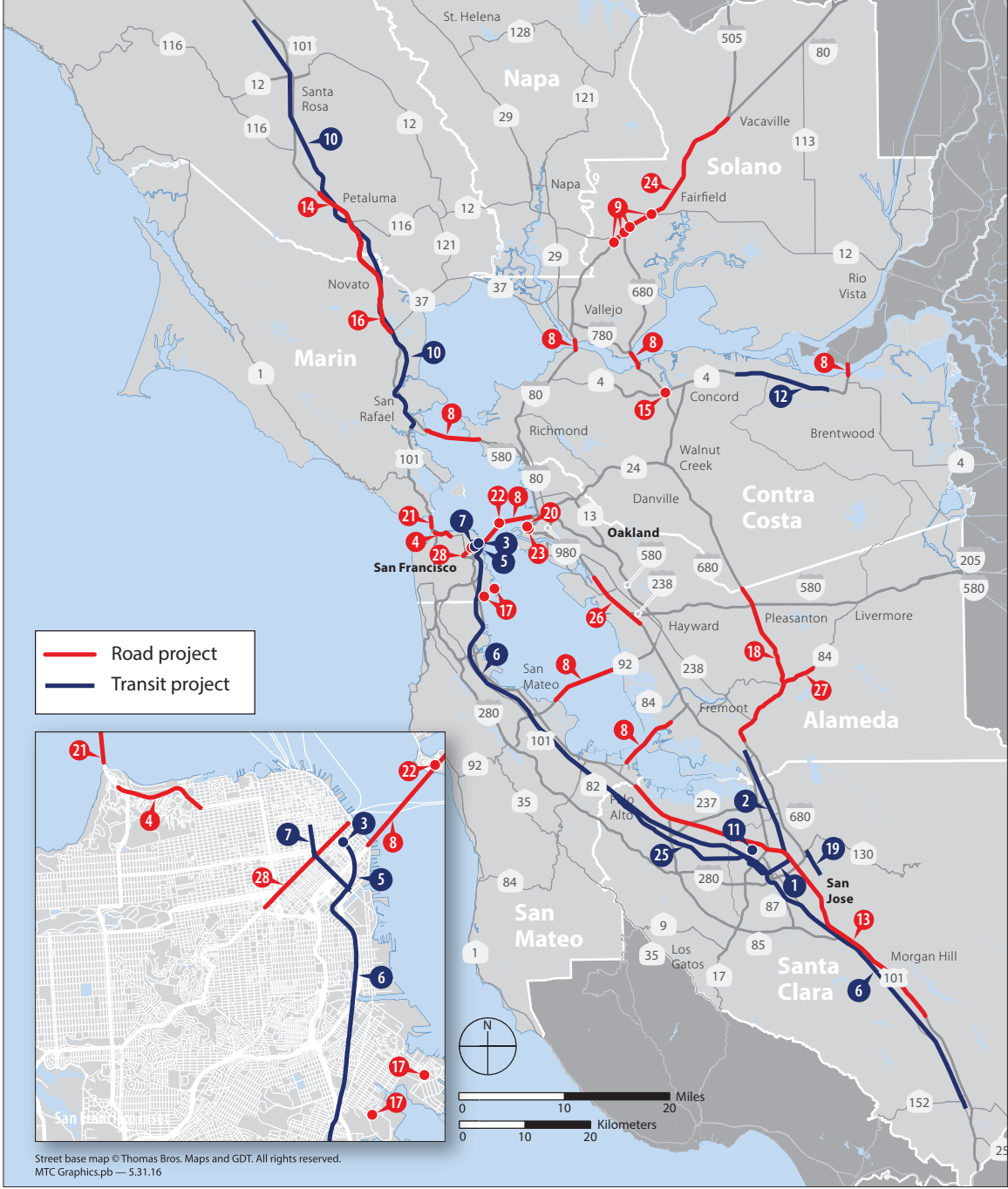
**RED** Road Project  
**BLUE** Transit Project

- |  |  |   |
|--|--|---|
| <p>1 <b>BART - Berryessa to San Jose Extension</b><br/>Santa Clara County<br/><b>\$3.96 billion</b></p> <p>2 <b>BART - Warm Springs to Berryessa Extension</b><br/>Santa Clara County<br/><b>\$2.52 billion</b></p> <p>3 <b>Transbay Terminal/Caltrain Downtown Extension, Phase 1</b><br/>San Francisco County<br/><b>\$2.26 billion</b></p> <p>4 <b>US-101 Doyle Drive Replacement</b><br/>San Francisco County<br/><b>\$1.99 billion</b></p> <p>5 <b>Transbay Terminal/Caltrain Downtown Extension, Phase 2</b><br/>San Francisco County<br/><b>\$1.93 billion</b></p> <p>6 <b>Caltrain Electrification</b><br/>Multiple Counties<br/><b>\$1.61 billion</b></p> <p>7 <b>SF Muni Third St LRT Phase 2 - Central Subway</b><br/>San Francisco County<br/><b>\$1.58 billion</b></p> <p>8 <b>Toll Bridge Rehabilitation Program</b><br/>Multiple Counties<br/><b>\$892 million</b></p> <p>9 <b>I-80/I-680/SR-12 Interchange Project</b><br/>Solano County<br/><b>\$718 million</b></p> <p>10 <b>Sonoma Marin Area Rail Corridor</b><br/>Sonoma/Marin Counties<br/><b>\$579 million</b></p> <p>11 <b>San Jose International Airport People Mover</b><br/>Santa Clara County<br/><b>\$508 million</b></p> <p>12 <b>E-BART - East Contra Costa County Rail Extension</b><br/>Contra Costa County<br/><b>\$460 million</b></p> <p>13 <b>US 101 Express Lanes in Santa Clara County</b><br/>Santa Clara County<br/><b>\$431 million</b></p> <p>14 <b>US-101 Marin-Sonoma Narrows (Sonoma)</b><br/>Sonoma County<br/><b>\$374 million</b></p> | <p>15 <b>I-680/SR-4 Interchange Reconstruction - Phases 1, 2, 4 &amp; 5</b><br/>Contra Costa County<br/><b>\$369 million</b></p> <p>16 <b>US-101 Marin-Sonoma Narrows (Marin)</b><br/>Marin County<br/><b>\$353 million</b></p> <p>17 <b>Hunters Point Shipyard and Candlestick Point Local Roads</b><br/>San Francisco County<br/><b>\$338 million</b></p> <p>18 <b>Widen I-680 Northbound and Southbound for Express Lanes</b><br/>Alameda County<br/><b>\$322 million</b></p> <p>19 <b>Capitol Expressway LRT Extension, Phase 2</b><br/>Santa Clara County<br/><b>\$294 million</b></p> <p>20 <b>Oakland Army Base Infrastructure Improvements</b><br/>Alameda County<br/><b>\$289 million</b></p> <p>21 <b>Golden Gate Bridge Seismic Retrofit, Phases 1-3A</b><br/>Marin/San Francisco Counties<br/><b>\$273 million</b></p> <p>22 <b>Yerba Buena Island (YBI) Ramp Improvements</b><br/>San Francisco County<br/><b>\$239 million</b></p> <p>23 <b>Port of Oakland: Roads, Rails and Tech (Go Port!)</b><br/>Alameda County<br/><b>\$237 million</b></p> <p>24 <b>I-80 Express Lanes in Fairfield &amp; Vacaville, Phases 1 &amp; 2</b><br/>Solano County<br/><b>\$237 million</b></p> <p>25 <b>El Camino Real Bus Rapid Transit</b><br/>Santa Clara County<br/><b>\$234 million</b></p> <p>26 <b>I-880 Northbound HOV/Express Lane</b><br/>Alameda County<br/><b>\$221 million</b></p> <p>27 <b>SR-4 East Widening from Pigeon Pass to I-680</b><br/>Alameda County<br/><b>\$220 million</b></p> | <p>28 <b>SF- Better Market Street Transportation Elements</b><br/>San Francisco County<br/><b>\$206 million</b></p> <p><b>NOT MAPPED</b></p> <p>A <b>BART Railcar Procurement Program**</b><br/>Multiple Counties<br/><b>\$2.03 billion</b></p> <p>B <b>Transbay Transit Center- TIFIA Loan Draw Service**</b><br/>San Francisco County<br/><b>\$1.08 billion</b></p> <p>C <b>BART Car Exchange (Preventive Maintenance)**</b><br/>Multiple Counties<br/><b>\$674 million</b></p> <p>D <b>VTA: Preventive Maintenance**</b><br/>Santa Clara County<br/><b>\$596 million</b></p> <p>E <b>Freeway Performance Initiative (FPI)**</b><br/>Multiple Counties<br/><b>\$333 million</b></p> <p>F <b>Southeast Waterfront Transportation Improvements**</b><br/>San Francisco County<br/><b>\$253 million</b></p> <p>G <b>Caltrain Positive Train Control System</b><br/>Multiple Counties<br/><b>\$231 million</b></p> <p>H <b>BART Station Modernization Program</b><br/>Contra Costa County<br/><b>\$222 million</b></p> <p>I <b>BART Train Control Renovation**</b><br/>Multiple Counties<br/><b>\$220 million</b></p> <p>J <b>SFMTA ADA Paratransit Operating Support**</b><br/>San Francisco County<br/><b>\$217 million</b></p> <p>K <b>VTA: Standard and Small Bus Replacement**</b><br/>Santa Clara County<br/><b>\$211 million</b></p> |
|--|--|---|

\*\* Project not mapped



# Projects in the 2017 TIP with Costs Greater than \$200 Million





## How does the TIP relate to the Clean Air Act?

**T**ransportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.



## How is the TIP funded?

**F**unding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal funding programs. Major fund sources are administered through the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.







## How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in the regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the regional transportation plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, projects may be proposed by either MTC, the Bay Area Air Quality Management District, or a county congestion management agency, transit operator, city, county or special district.



# Follow a Transportation Project From Idea to

## New Project Ideas and Local Review

## MTC's Long-Term Regional Transportation Plan

### Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

### Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

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

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, Association of Bay Area Governments (ABAG), county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

## How You Can Make a Difference

### Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects. A project cannot move forward or receive any federal funds unless it is included in the RTP. MTC support of large projects occurs in the long-range plan and not as part of the TIP.

- ▶ Attend public meetings or open houses to learn about plans and offer your comments
- ▶ Participate in online surveys or forums

# Implementation

## MTC's Project Selection Process

## Construction/ Implementation

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

### Project Selection Process

**Funding Levels Established for RTP Programs/Initiatives:** Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

**Project Selection Criteria Developed:** For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

**Project Selection:** Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

### The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

### Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval once the project meets all requirements and moves forward to phases such as preliminary engineering, final design, right-of-way acquisition, or construction.

### Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission ([www.mtc.ca.gov/whats-happening](http://www.mtc.ca.gov/whats-happening)).
- ▶ Check MTC's website for committee agendas and to keep current on activities ([www.mtc.ca.gov](http://www.mtc.ca.gov)).
- ▶ Get your name added to MTC's database to receive e-mail updates ([info@mtc.ca.gov](mailto:info@mtc.ca.gov)).

### Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.





## In what ways can the public participate?

**P**ublic participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range regional transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. A copy of the TIP is made available at the Bay Area Metro Center; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at [www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program](http://www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program).

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at [www.mtc.ca.gov/about-mtc/public-participation](http://www.mtc.ca.gov/about-mtc/public-participation).



## Where to turn for more information

**V**isit the MTC website at [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the Bay Area Metro Center.

### Resources

#### The Transportation Improvement Program

[mtc.ca.gov/our-work/fund-invest/transportation-improvement-program](http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)

#### MTC Public Participation Plan

[mtc.ca.gov/about-mtc/public-participation/public-participation-plan](http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan)

#### Project Listing: MTC Fund Management System

[mtc.ca.gov/our-work/fund-invest/fund-management-system](http://mtc.ca.gov/our-work/fund-invest/fund-management-system)

### MTC Staff Contacts

#### Program and Fund Management

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#### State Funding Programs

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#### MTC Public Information

(415) 778-6655 or [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

#### MTC-ABAG Library

(415) 778-5236 or [library@mtc.ca.gov](mailto:library@mtc.ca.gov)





## Transportation agencies in the San Francisco Bay Area

### Major Transit Operators

#### Altamont Commuter Express (ACE)

209.944.6220

#### Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

#### Bay Area Rapid Transit District (BART)

510.464.6000

#### Bay Area Water Emergency Transit Authority

415.291.3377

#### Central Contra Costa Transit Authority (County Connection)

925.676.1976

#### Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

#### Fairfield/Suisun Transit (FAST)

707.422.2877

#### Golden Gate Bridge, Highway and Transportation District

415.921.5858

#### Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

#### Marin County Transit District

415.226.0855

#### Napa Valley Transportation Authority (VINE)

707.259.8631

#### Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

#### San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

#### San Mateo County Transit District (SamTrans)

650.508.6200

#### Santa Clara Valley Transportation Authority (VTA)

408.321.2300

#### Santa Rosa Department of Transit and Parking

707.543.3333

#### Solano County Transit (SolTrans)

707.648.4666

#### Sonoma County Transit

707.585.7516

#### Transbay Joint Powers Authority

415.597.4620

#### Western Contra Costa Transit Authority (WestCAT)

510.724.3331

### Major Airports and Seaports

#### Port of Oakland

510.627.1100

#### Port of San Francisco

415.274-0400

#### Oakland International Airport

510.563.3300

#### San Jose International Airport

408.392.3600

#### San Francisco International Airport

650.821.8211





# Metropolitan Transportation Commission Roster

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