

DRAFT 2025 TRANSPORTATION IMPROVEMENT PROGRAM

For the Nine-County San Francisco Bay Area

Volume 1

Overview

MTC Resolution No. 4646
June 27, 2024

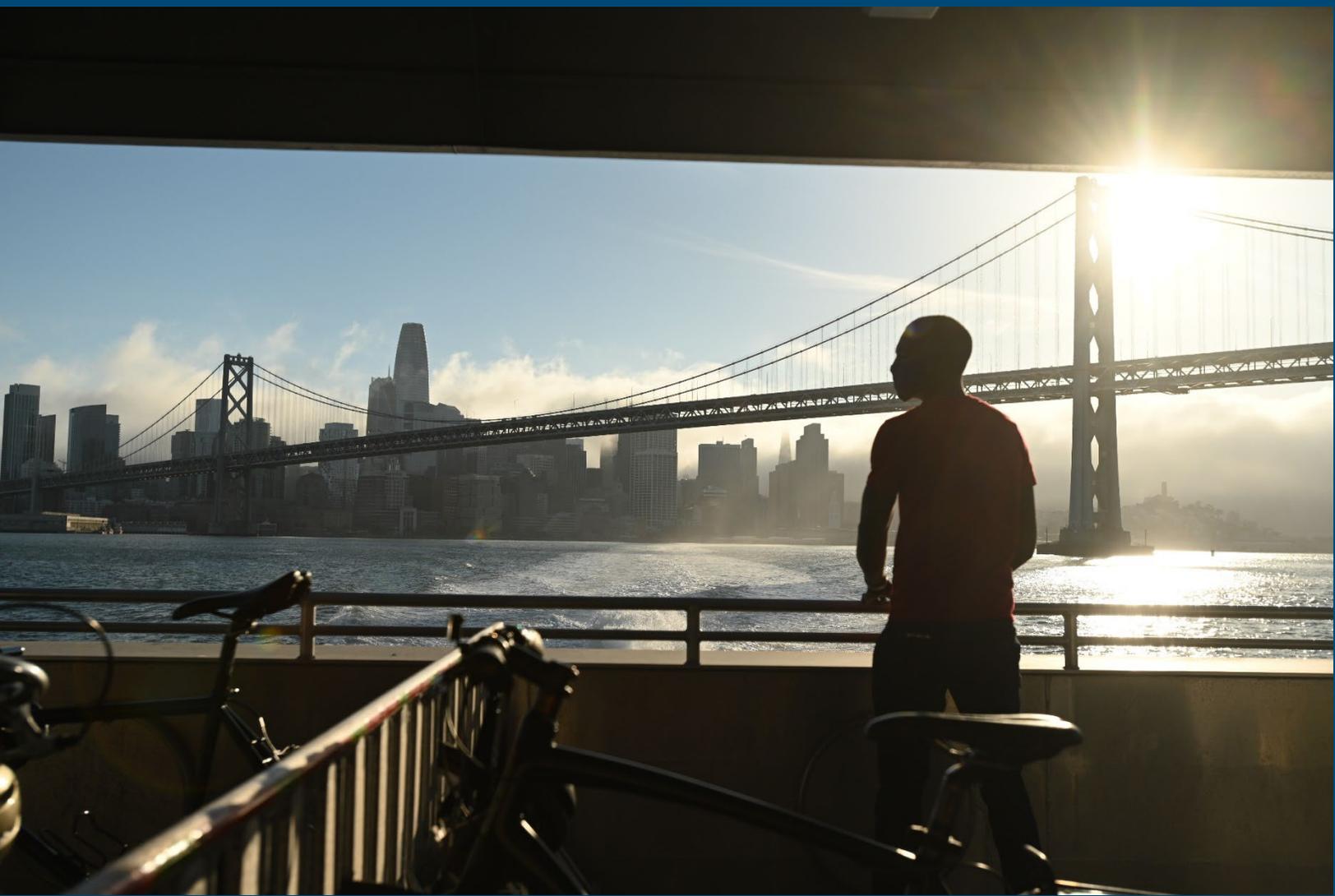


Table of Contents

- Introduction I-3
- 2025 TIP Investments I-4
 - Summary I-4
 - Focus on Equity I-4
- 2025 TIP Development I-6
 - Assessing Progress Since the 2023 TIP: Implemented and Delayed Projects I-6
 - Project Selection and Prioritization I-6
 - Plan Bay Area 2050 Goals and Strategies I-6
 - Operationalizing PBA 2050 Through Regionally Managed Fund Programming I-7
 - Inclusion in the TIP I-7
 - Public Engagement I-7
 - Interagency Consultation I-9
 - Air Quality Conformity I-10
 - Financial Plan I-10
 - Performance Measures I-11
 - ADA Projects I-12
- 2025 TIP Implementation I-13
 - Revising the TIP I-13
 - Expedited Project Selection Procedures (EPSP) I-14
- Contacts I-16

Introduction

Welcome to the Metropolitan Transportation Commission's (MTC) 2025 Transportation Improvement Program (TIP). The audience for this document includes project sponsors, local agencies, state and federal partner agencies, and other interested parties. **For members of the general public interested in learning more about the TIP, please refer to the [2025 TIP Fact Sheet](https://mtc.ca.gov/TIP-Fact-Sheet) (mtc.ca.gov/TIP-Fact-Sheet) for a general overview of the TIP, including its role in delivering transportation projects to the San Francisco Bay Area and a summary of the types of investments included in the 2025 TIP.**

The 2025 TIP is the nine-county San Francisco Bay Area's priority list of surface transportation projects, programs, and investments over the next four years (FY 2024-25 through FY 2027-28). It includes all surface transportation projects that are federally funded, require federal action, or are considered regionally significant for air quality purposes. Many local transportation projects do not fall into these categories and are therefore typically not included in the TIP; these types of projects may include pavement preservation, transit operations and maintenance, planning efforts, bicycle/pedestrian improvements, and minor intersection improvements.

Plan Bay Area 2050

Plan Bay Area 2050 is the comprehensive long-range plan for the nine-county San Francisco Bay Area, coordinating both land use plans and transportation investments through 2050. The plan is a federal requirement for all metropolitan areas; it also serves as the state-mandated Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Bay Area. The current plan [is available online](https://mtc.ca.gov/PBA2050) (mtc.ca.gov/PBA2050).

The 2025 TIP works to implement projects in Plan Bay Area 2050 (PBA 2050). As a result, the TIP is consistent with the plan; projects only appear in the TIP if they are in the approved PBA 2050 as either individually listed projects or as broad programmatic categories. However, the TIP is only a four-year snapshot of the 30-year Plan period; the projects and investments in each TIP work to incrementally implement PBA 2050 over time.

The 2025 TIP must be reviewed by MTC's Programming and Allocations Committee before being referred to the full Commission for approval. Once approved, the 2025 TIP will be forwarded to the California Department of Transportation (Caltrans) to be reviewed and included in the 2025 Federal-Statewide Transportation Improvement Program (FSTIP) by reference. Once approved by

Caltrans, the 2025 FSTIP will be sent to the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA) for approval. MTC updates the TIP every two years, per state statute. As a result, this means MTC complies with federal requirements to update the TIP every four years.

MTC Resolution No. 4646 confirms the adoption of the 2025 TIP and is available as Appendix A. The Caltrans 2025 FTIP Development Checklist confirms that MTC's 2025 TIP meets Caltrans requirements and is available as Appendix B. Approval letters for the 2025 TIP are available as Appendix C.

2025 TIP Investments

Summary

More than 300 projects across the nine-county Bay Area with more than \$11.8 billion in committed federal, state, and local funding over the next four fiscal years are included in the 2025 TIP (**Figure 1, Table 1**). For additional summary information about the investments in the 2025 TIP, please visit the [2025 TIP Online Map](#) (mtc.ca.gov/TIPmap) and the [2025 TIP Data Dashboard](#) (mtc.ca.gov/TIPdata).

Figure 1. 2025 TIP investments by mode.

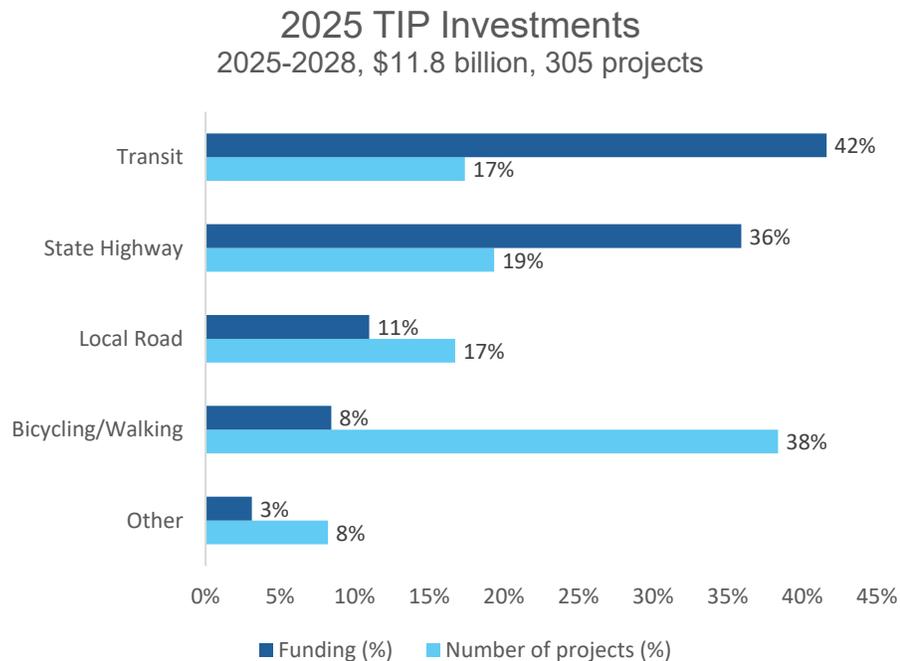


Table 1. 2025 TIP investments by county. Funds shown in millions, rounded.

County	2025 TIP Programmed Investments*	2025 TIP Total Project Costs*
Alameda	\$1,458	\$6,372
Contra Costa	\$435	\$1,904
Marin	\$79	\$1,244
Napa	\$40	\$67
San Francisco	\$1,196	\$11,609
San Mateo	\$577	\$931
Santa Clara	\$4,188	\$14,472
Solano	\$240	\$411
Sonoma	\$82	\$467
Multi-County	\$3,528	\$15,912
Total	\$11,823	\$53,389

*2025 TIP programmed investments are funds committed during the TIP period (2025-2028). Total project costs include all costs for the project, including those before the TIP period (2024 or earlier) and after the TIP period (2029 or later).

Focus on Equity

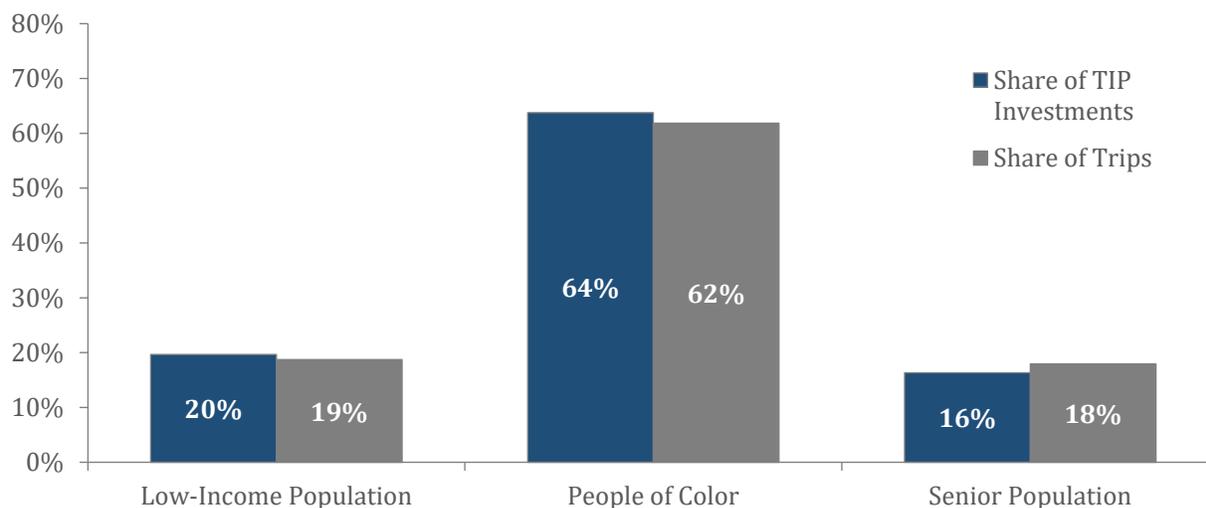
In 2023, MTC adopted the [Equity Platform](#) (mtc.ca.gov/Equity), a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion. MTC defines equity as “inclusion into a Bay Area

where everyone can participate, prosper and reach their full potential.” This is operationalized through carefully considered investments and policies directed at historically underserved and systemically marginalized groups, including people with low incomes and communities of color.

PBA 2050 deepens this commitment to equity by identifying Equity Priority Communities (EPCs), which are geographic areas with a concentration of both residents of color and residents with low incomes, or that has a concentration of residents with low incomes and any three or more of the following six factors: people with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, people with one or more disability, single-parent families, and renters spending more than 50% of their household income on housing.

The 2025 TIP aims to support this commitment through investments directed at projects that support the transportation of residents of EPCs. MTC’s Investment Analysis seeks to understand the proportion of funds in the TIP that are directed to low-income households, people of color, and seniors. The analysis finds that overall, the 2025 TIP directs an equitable proportion of investments to these groups (**Figure 2**).

Figure 2. 2025 TIP investments and trips by populations.



Sources: 2018/19 Bay Area Travel Survey, 2025 TIP

Additional discussion of the analysis and results is provided in the Key Findings section of the Investment Analysis. The full 2025 TIP Investment Analysis can be found in Appendix D.

2025 TIP Development

Assessing Progress Since the 2023 TIP: Implemented and Delayed Projects

Development of the 2025 TIP begins with assessing progress since the 2023 TIP, which was approved in December 2022. Before developing the 2025 TIP, MTC identifies projects that should no longer be in the TIP and removes them. Projects may be removed, or archived, for many reasons, including but not limited to project completion, all funds having been obligated, project no longer moving forward as a federal project and project no longer moving forward at all.

In order to assess how many projects have been implemented since the 2023 TIP, MTC identified the number of projects being archived due to project completion. Since the 2023 TIP was adopted, 105 projects have been archived due to project completion. Additional information on federally funded transportation projects that have been delivered in previous years is published annually on MTC's website as the [Annual List of Obligated Projects](https://mtc.ca.gov/ProjectDelivery) (mtc.ca.gov/ProjectDelivery).

While MTC and project sponsors make every effort to ensure projects are delivered on schedule, issues occasionally arise that cause project delays. Twelve projects expected to have been delivered during the 2023 TIP period have been delayed.

The full list of archived projects can be found in Appendix E. The full list of delayed projects can be found in Appendix F.

Project Selection and Prioritization

Plan Bay Area 2050 Goals and Strategies

Project selection and prioritization in the 2025 TIP begins with PBA 2050. PBA 2050 identifies the policies, programs, and transportation investments that will support the long-term vision for the Bay Area. It includes both broad programmatic categories and a list of specific regionally significant projects to advance the overall regional strategies described in the plan.

Transportation investments in PBA 2050 that are later reflected in the TIP can be categorized into four primary strategic themes:

- 1. Maintain and Optimize the Existing System:** Rehabilitation and replacement of transit vehicles and facilities; operation of the transit system; upkeep, operational improvement, and targeted expansion of highways and local roadways.
- 2. Create Healthy and Safe Streets:** Improvements and upgrades that make the region's roadways safer for all users and encourage people to walk, bike, and/or travel via another active mode.
- 3. Build a Next-Generation Transit Network:** Expansion and improvement of the regional rail network; expansion and improvement of local transit systems that connect to regional rail; implementation and operations of express buses on the regional express lane network.
- 4. Reduce Climate Emissions:** Investments in projects that encourage people to choose modes of travel other than driving alone, such as Safe Routes to Schools programs, Bay Area Commuter Benefits Program, and Mobility Hub projects.

The current long-range transportation plan heavily prioritizes the maintenance and optimization of the existing transportation system by dedicating 75% of the projected \$585 billion in transportation revenues towards the operation, maintenance and modernization of the existing network of transit, bridges, highways and local streets and roads. A further 20% of the plan's transportation revenues are dedicated to projects that will result in the implementation of a next-generation transit network. The remaining 4% of

transportation revenues are directed toward other projects that encourage roadway users to adopt alternative modes of transportation, contribute to the safety of all roadway users or directly reduce climate emissions. An additional \$103 billion in estimated existing and new revenues for supporting PBA 2050's environmental strategies may also support projects that reduce climate emissions.

Operationalizing PBA 2050 Through Regionally Managed Fund Programming

MTC operationalizes the Plan's strategies and investment priorities through a series of regional policies that direct MTC and local sponsors to move forward with projects that support the regional goals outlined in PBA 2050, as well as program guidelines that direct project selection and prioritization for regional discretionary fund programs.

MTC policies generally focus on a few key areas, including transit, safety, equity, climate initiatives and greenhouse gas reduction strategies. Projects submitted to MTC for consideration for regional discretionary funding programs must generally adhere to these MTC policies, ensuring that projects are in line with the vision for the region set out in PBA 2050 and operationalized through policy.

More detailed information about regional policies and program guidelines that direct project selection and prioritization can be found in Appendix G.

Inclusion in the TIP

The production of the TIP is the culmination of MTC's transportation planning and project selection processes. The TIP identifies the specific near-term projects over a four-year period that are anticipated to obligate funds and move the region toward its transportation vision. Once selected for funding, a project is eligible for inclusion in the TIP. As a result, the TIP is a compilation of projects that have typically already been reviewed and acted upon by MTC and sponsoring agencies. Many projects in the TIP have been carried forward from previous iterations of the TIP, reflecting project selection or programming actions by the Commission from prior years.

In addition to the projects selected and programmed by MTC, 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 voter approved toll increase in the Bay Area, Regional Measure 3, and county sales tax measures.

The constrained TIP also includes State funds, such as those available through the State Transportation Improvement Program (STIP) and the Road Repair and Accountability Act of 2017 (Senate Bill 1), utilizing the latest funding actions by the State.

Projects chosen for these regional and State funds are typically selected for funding through their respective programs by the appropriate governing bodies and are then sent to MTC for review for consistency with PBA 2050 before being amended into the TIP.

Public Engagement

MTC is committed to a transparent and proactive public involvement process that provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. The process for engaging the public when updating and revising the TIP is directed by procedures contained in the [MTC Public Participation Plan](https://mtc.ca.gov/PPP) (PPP) (mtc.ca.gov/PPP).

Before the TIP process even begins, public outreach for the TIP starts with the region's long-range RTP: PBA 2050. As the TIP is consistent with PBA 2050, meaning that all projects in the TIP are in the RTP, every project in the TIP has been fully vetted through an extensive public outreach process as part of the development of the plan. MTC conducted this outreach process from early 2018 to fall 2021 ahead of

PBA 2050’s adoption in October 2021. The agency hosted several public outreach meetings and collected over 234,000 comments from nearly 19,000 Bay Area residents. These meetings included TIP-specific outreach materials, including maps of the largest TIP projects in each county, county spending by various project types, an overview to how the TIP fits into the overall transportation planning process, and information about the TIP development schedule. Additional details on the outreach for PBA 2050 are documented in the [Plan Bay Area 2050 Public Engagement Report](https://mtc.ca.gov/PBA_PER) (mtc.ca.gov/PBA_PER).

The 2025 TIP Update process involves additional opportunities for public engagement, including online review and formal meetings. These opportunities are documented in **Table 2**.

Table 2. 2025 TIP public engagement schedule.

Date	Activity
June 27, 2024	Beginning of 30-day public review period for the Draft 2025 TIP and the Draft Transportation Air Quality Conformity Analysis of the 2025 TIP <ul style="list-style-type: none"> • Draft document published online for review • Draft document available for in-person review upon request • Notices sent via e-mail and postal mail to an extensive list of interested members of the public • Letters sent from MTC Executive Director to each federally recognized Tribe, with the option to request government-to-government consultation • Emails sent to each federally recognized Tribe and to all California recognized Tribes • Review period announced via MTC Blog post, MTC social media page, and MTC e-newsletters • Comments accepted via phone, e-mail, in-person, or by postal mail
July 10, 2024	Presentation of the Draft 2025 TIP and Draft Transportation Air Quality Conformity Analysis of the 2025 TIP at the MTC Programming and Allocations Committee meeting <ul style="list-style-type: none"> • Agenda for the meeting, including the draft document, is posted publicly one week ahead of the meeting • Interested persons invited to submit written or oral comments
July 26, 2024	End of public review and comment of the Draft 2025 TIP and Draft Transportation Air Quality Conformity Analysis of the 2025 TIP
July 29-August 2, 2024	MTC staff review all public comments and, as needed, revise the 2025 TIP and Transportation Air Quality Conformity Analysis of the 2025 TIP. Responses to significant comments are compiled and included as an appendix.
September 11, 2024	MTC Programming and Allocations Committee review of the 2025 TIP and Transportation Air Quality Conformity Analysis of the 2025 TIP and referral to Commission
September 25, 2024	Commission scheduled to approve the 2025 TIP and Transportation Air Quality Conformity Analysis of the 2025 TIP
December 16, 2024	Anticipated 2025 TIP approval by FHWA and FTA

Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a Metropolitan Planning Organization, such as MTC, to include the public and solicit comment when developing the regional long-range transportation plan and 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 applicable FTA funds must meet. MTC's PPP and public outreach for the TIP satisfy the public participation requirements for the POP for applicable funds, including, but not limited to, the FTA Section 5307 program. Public notices of public involvement activities and times established for public review and comment on the TIP state that they satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

Copies of public notices distributed as part of the public engagement process for the 2025 TIP can be found in Appendix H.

MTC's response to public comments on the 2025 TIP can be found in Appendix I.

Interagency Consultation

MTC consults extensively with partner agencies in the preparation of the long-range RTP and in developing the priorities and programs during each TIP period. These partner agencies include Caltrans, transit agencies, County Transportation Agencies (CTAs), local jurisdictions, Tribal governments and other partner agencies affected by transportation decisions.

This interagency consultation process includes:

- **Project sponsors**—including Caltrans, local jurisdictions, CTAs, and transit operators—review and consult with MTC on each of their respective projects in the TIP. Project sponsors are also members of various working groups of the [Bay Area Partnership Board](https://mtc.ca.gov/BAPB) (mtc.ca.gov/BAPB), which meet multiple times per year to consult on topics that affect the TIP. These topics include the establishment of MTC fund programs and policies, the selection of project criteria, development of the TIP and subsequent TIP revisions and the delivery of transportation projects.
- **Tribal governments** begin consulting with MTC early in the process of developing Plan Bay Area, and later, the TIP. Engagement activities with the Tribes are conducted according to Tribal preference. As required, MTC invites and encourages Tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area or the TIP. Tribal Summits offer Tribes the ability to collaborate with MTC and several of their partners as appropriate. MTC may also conduct individual meetings at each Tribe's request in a forum that is convenient for them.
- **Agencies concerned with air quality**—including the Bay Area Air Quality Management District (BAAQMD), U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), FHWA, FTA and state and local transportation agencies—meet monthly as part of the [Air Quality Conformity Task Force](https://mtc.ca.gov/AQCTF) (mtc.ca.gov/AQCTF). This task force reviews updates and certain amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.
- **All partner agencies**—including local project sponsors, state and federal agencies, Tribal Nations, and other agencies with transportation interests—receive notices on the release of TIP updates and amendments with instructions on how to access relevant documents and provide comments.

Additionally, MTC's compliance with the California Environmental Quality Act (CEQA) for the long-range RTP 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.

Air Quality Conformity

The Clean Air Act requires that states develop a state air quality implementation plan (SIP) and establish air quality goals for multiple transportation-related pollutants: ozone, particulate matter (PM_{2.5}, PM₁₀), carbon monoxide (CO) and nitrogen dioxide (NO₂). It further requires that all highway and transit projects that receive federal funding and/or approvals must be consistent with the adopted SIP and air quality goals. Project consistency with the SIP is referred to as **transportation conformity**.

Regions that do not meet air quality standards are designated as **nonattainment areas**. Regions that formerly violated but currently meet air quality standards are designated as **maintenance areas**. Nonattainment and maintenance areas must demonstrate transportation conformity for both the long-range RTP and the TIP through a **conformity determination**, which estimates the emissions that will result from the region's transportation system (including any new projects added to the region) and shows that these emissions are below the limits in the SIP. Nonattainment and maintenance areas must also describe their progress in implementing **transportation control measures (TCMs)**, which are strategies to reduce vehicle emissions that are included in SIPs

As the San Francisco Bay Area air basin is currently designated a maintenance area for PM_{2.5} and a nonattainment area for ozone, MTC staff conducted a conformity analysis for the 2025 TIP and PBA 2050 to make a conformity designation for the 2025 TIP. The analysis found that motor vehicle emissions from projects in the 2025 TIP and PBA 2050 are in conformity with the SIP. The conformity analysis also includes a summary of the region's TCMs. All TCMs have been fully implemented.

The full Air Quality Conformity Analysis and corresponding MTC Resolution is included as Appendix J.

Financial Plan

PBA 2050 estimates that \$578 billion will be necessary to fund the full list of regional transportation projects planned over the 30 year plan period; an additional \$36 billion will be needed to fund transportation-related environmental strategies.

The 2025 TIP includes a total of \$11.8 billion of near-term funds aimed at implementing the projects and vision identified in PBA 2050. This funding comes from a variety of fund sources:

- [FHWA programs](https://mtc.ca.gov/FHWA-Grants) (mtc.ca.gov/FHWA-Grants)
 - STP
 - CMAQ
- Transportation Alternatives Program; programmed through the state [Active Transportation Program](https://mtc.ca.gov/ATP) (mtc.ca.gov/ATP)
- National Highway Freight Program (NHFP); programmed through the state Trade Corridor Enhancement Program as part of [Senate Bill 1 funding programs](https://mtc.ca.gov/SB1) (mtc.ca.gov/SB1)
- Local Highway Bridge Program (HBP); managed by Caltrans
- Local Highway Safety Improvement Program (HSIP); managed by Caltrans
- [FTA programs](https://mtc.ca.gov/FTA-Grants) (mtc.ca.gov/FTA-Grants)
- [Federal discretionary programs](https://mtc.ca.gov/BIL-Grants) (mtc.ca.gov/BIL-Grants)
- [State programs](https://mtc.ca.gov/State-Funding) (mtc.ca.gov/State-Funding)
- [Regional funding](https://mtc.ca.gov/Regional-Funding) (mtc.ca.gov/Regional-Funding)
- Local funding, such as county transit and transportation sales taxes

Additionally, some projects use innovative financing strategies such as Advance Construction (AC) and toll credits. AC allows local agencies to begin construction using local funds and be reimbursed later by federal funds. Toll credits are credits provided to the state by the federal government in exchange for

using toll revenue towards local transportation projects. Local agencies may use toll credits in lieu of the standard non-federal match (typically 11.47 percent of total project cost) to bring federal participation in a project to 100 percent of the project cost. MTC toll credit policy is presented in MTC Resolution No. 4008. [Chapter 3 of the Caltrans Local Assistance Procedures Manual](#) includes more information on the procedures for use of AC and toll credits.

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. Financial constraint must be demonstrated by program and by year for the four active years of the TIP. Additionally, MTC must re-demonstrate financial constraint with every amendment to the TIP.

MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the 2025 TIP (FY 2024-25 through FY 2027-28) and has found the programming of the 2025 TIP to be financially constrained by program and by year.

The Fiscal Constraint Analysis documenting programmed funds for the 2025 TIP can be found in Appendix K.

In addition to the funds programmed to the projects in the TIP, fiscal constraint requirements also include the estimated costs of preserving, maintaining and operating the region's transportation system as a whole. The framework of both PBA 2050 and the 2025 TIP meet this requirement. While the bulk of these funds are not captured by the projects programmed in the TIP—which tend to be large, federally funded capital projects—some projects and programs in the TIP do address system preservation, operation, and maintenance of the transportation system. These include the State Highway Operation and Protection Program (SHOPP), which funds preservation and safety projects on state highways and is administered by Caltrans; projects that improve local streets and roads, which are based on the PBA 2050 Needs Assessment and are summarized in the [PBA 2050 Technical Assumptions report](#) (pages 30-33); and projects that support transit operations and rehabilitation, which are summarized in the 2025 TIP Transit Financial Capacity Assessment (Appendix L).

Performance Measures

Consistent with federal requirements, MTC has adopted a performance-based approach to transportation planning and programming. Federal legislation requires MTC to establish performance targets for the following national goal areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability

To incorporate the 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.”

A discussion of the status of these performance measures as well as an assessment of the anticipated effects of TIP investments is included as Appendix M.

ADA Projects

The 2025 TIP identifies projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans. The ADA requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Rail system operators are required to identify “key stations”—stations that are highly-utilized, offer transfers to other rail lines, connect to other transportation facilities such as airports or bus terminals, are at the end of the line, and/or serve major activity centers—and make these stations readily accessible to and useable by individuals with disabilities, including individuals who use wheelchairs. Most of the projects in the adopted key station plans in the region have been implemented.

Appendix N lists some ongoing ADA implementation transit projects.

2025 TIP Implementation

Revising the TIP

Between biannual TIP updates, the TIP is routinely revised to accommodate changes to project scopes and funding. MTC follows the revision process outlined by Caltrans in its [December 2019 letter](#) (mtc.ca.gov/TIPRevisionProcedures). The TIP, including any revisions, must be consistent with the regional transportation plan, be financially constrained, and conform to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area. Appendix B of MTC's [PPP](#) (mtc.ca.gov/PPP) outlines the public participation process for each type of TIP revision. The following summarizes each type of revision.

Amendments require approval by the MTC Commission, after which they are then sent to Caltrans for incorporation into the State's FSTIP. If Caltrans approves the amendment, they then provide the FSTIP revision to FHWA and FTA for approval. The amendment process can take approximately four months from the time a sponsor submits a request for a revision until the revision receives final federal approval. Per Caltrans' 2019 letter: "The amendment will be deemed part of the FSTIP once it is approved by the FWHA and FTA." Amendments are necessary for major changes, including but not limited to:

- Adding a new project to the TIP.
- Changing the scope of an existing project.
- Increasing the total cost of a project by more than \$20M or greater than 50 percent of the total project cost.
- Adding or removing a capital phase from the 4-year TIP period.

Administrative modifications may be approved by MTC, per delegated authority from Caltrans in December 2019. The Commission further delegated approval authority for administrative modifications to the MTC Executive Director or a designee. Delegated approval by the MTC Executive director or designee therefore equates to state and federal approval as well. The administrative modification process can take approximately one month from the date the revision was submitted by the sponsor until the revision receives approval from MTC's Executive Director. Per Caltrans' 2019 letter: "Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP." Administrative modifications typically handle minor changes to existing projects, including but not limited to:

- Revising or clarifying project descriptions without making changes to project scope.
- Increasing the total cost of a project by \$20M or less or up to 50 percent of the total project cost.
- Changing funding source.
- Changing project lead agency.
- Splitting or combining project(s) without changing scope or schedule.

Technical corrections may be completed by MTC staff as they do not qualify as a formal revision to a project. Technical corrections are typically very minor updates to existing projects, including but not limited to:

- Making non-substantive edits to project descriptions.
- Making non-substantive adjustments to fund codes within a phase (e.g. changing the UZA or apportionment year designation of a fund code). These changes must not impact the TIP's financial constraint analysis.
- Correcting typos.

Expedited Project Selection Procedures (EPSP)

Per Federal regulations, project schedules may change within the period of the TIP and FSTIP provided they follow procedures jointly developed and agreed to by MTC, the State and transit operators within the region. Table 3 details the procedures that permit the movement of projects in the first four years of the TIP.

Table 3. Procedures for movement of projects in the first four years of the TIP by fund source.

Fund Source	Procedures
All fund sources	<p>Movements must:</p> <ul style="list-style-type: none"> • Be consistent with the RTP. • Comply with the provisions of Title VI. <p>Movements must not:</p> <ul style="list-style-type: none"> • Adversely affect the expeditious implementation of Transportation Control Measures (TCMs). • Negatively impact the planned delivery of other projects in the regional programs. • Affect the conformity finding of the TIP.
<p>Regional discretionary funds administered by FHWA:</p> <ul style="list-style-type: none"> • Surface Transportation Block Grant Program (STP) • Congestion Mitigation and Air Quality Improvement (CMAQ) • All other regional discretionary FHWA-administered funds programmed in the TIP 	<p>Procedures follow the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, Revised):</p> <ul style="list-style-type: none"> • MTC will prepare an annual Obligation Plan prior to each federal fiscal year and this plan will be the basis upon which priority for obligations will be made for the upcoming federal fiscal year. • Projects included in the obligation plan, but programmed in future years may use EPSP at any point in the federal fiscal year to advance the project in accordance with the priorities established in the plan. • After January 31 of each federal fiscal year, any project in good standing programmed in the TIP may use EPSP to advance funding from future years. • All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. • Any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.
Funds administered by FTA	<p>Projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as:</p> <ul style="list-style-type: none"> • Funding is available. • The change does not negatively impact the delivery or availability of funds for other projects ready for obligation.
<p>Funds administered by CTC:</p> <ul style="list-style-type: none"> • State Transportation Improvement Program (STIP) 	<p>Projects may be moved within the period of the TIP/FSTIP at the request of MTC subject to amendment or allocation approval by CTC.</p>

<ul style="list-style-type: none"> • Senate Bill 1 Programs • Active Transportation Program (ATP) 	
<p>Funds administered by Caltrans:</p> <ul style="list-style-type: none"> • SHOPP 	<p>Caltrans may move projects in this program within the TIP/FSTIP period without revising the TIP, with notification to MTC.</p>
<p>Funds administered by Caltrans Division of Local Assistance:</p> <ul style="list-style-type: none"> • Local Highway Bridge Program (HBP) • Highway Safety Improvement Program (HSIP) • Safe Routes to School (SRTS) • Other State-administered Local Assistance programs 	<p>Caltrans Division of Local Assistance may move projects within these programs within the TIP/FSTIP period without revising the TIP, with notification to MTC.</p>
<p>Local Funds / Advance Construction Authorization (ACA)</p>	<p>Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request ACA from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until Obligation Authority (OA) and apportionment becomes available. In accordance with the Regional Project Funding Delivery Policy, projects using ACA or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of OA is limited.</p>

Contacts

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