

DRAFT 2025 TRANSPORTATION IMPROVEMENT PROGRAM

For the Nine-County San Francisco Bay Area

Volume 3

MTC Resolution No. 4646
June 27, 2024

Appendices

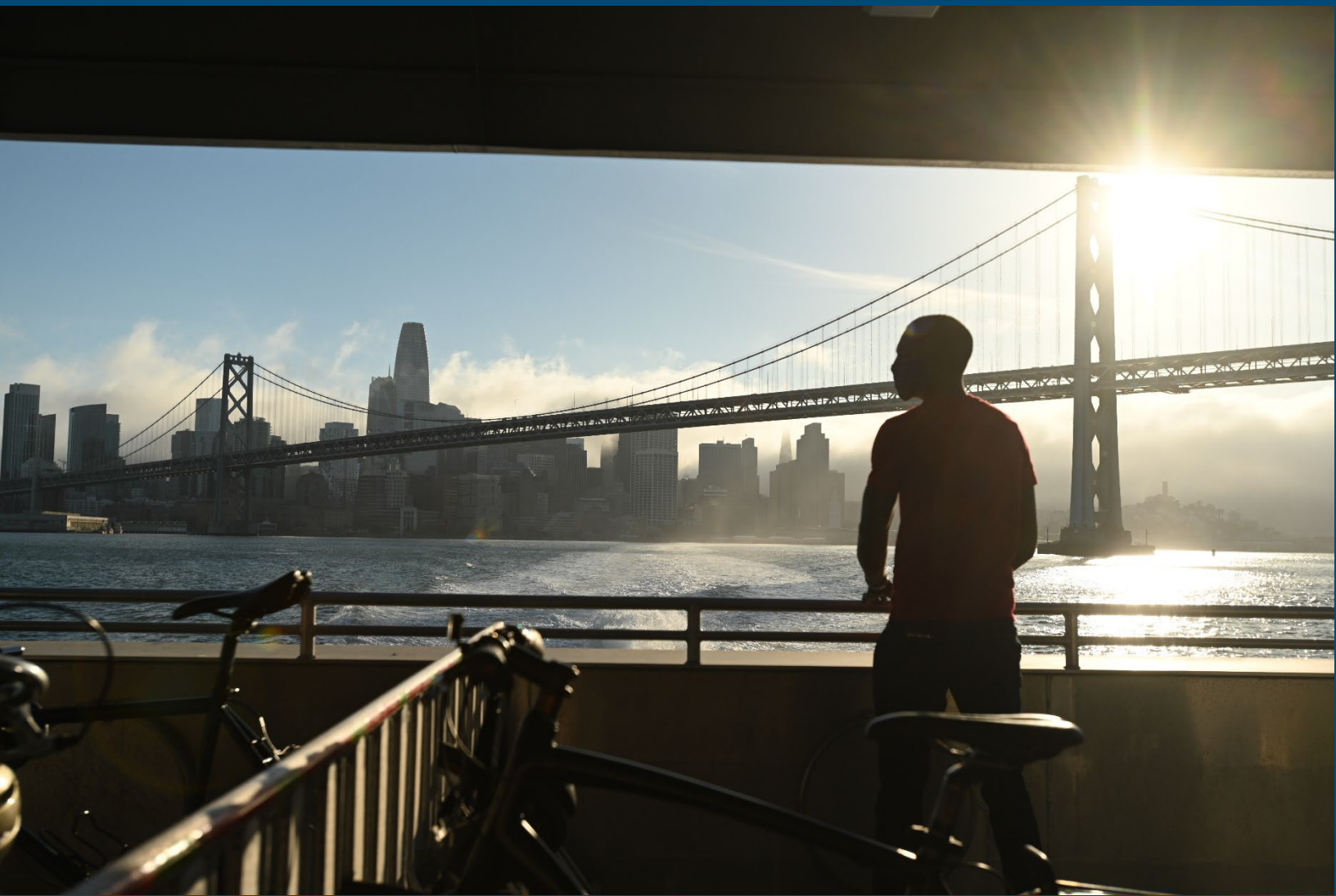


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Appendix A.

Adoption of the 2025 TIP MTC Resolution No. 4646

Date: September 25, 2024
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4646

This resolution adopts the 2025 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2025 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 11, 2024.

DRAFT

Date: September 25, 2024
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2025 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4646

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPs concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4645 that the 2025 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); and

WHEREAS, federal regulations (23 CFR §667) encourage MPOs to consider evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events when developing transportation plans and programs, including the TIP; now, therefore be it

RESOLVED, that MTC adopts the 2025 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2025 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. EPA; and, be it further

RESOLVED, that the 2025 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4590) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2025 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2025 TIP is financially constrained, by year, to reasonable estimates of available federal, state, and local transportation funds; and, be it further

RESOLVED, that the 2025 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2025 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised); and, be it further

RESOLVED, that MTC finds that the 2025 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4645); and, be it further

RESOLVED, that the projects and programs included in the 2025 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2025 TIP are consistent with Plan Bay Area 2050 (the Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2025 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4646, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be made available upon request to FHWA, FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate; and, be it further

RESOLVED, that projects in the TIP are consistent with 23 CFR §667 requirements and analysis.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 25, 2024.

Date: September 25, 2024
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4646
Page 1 of 1

2025 Transportation Improvement Program

The 2025 Transportation Improvement Program (TIP) for the San Francisco Bay Area, adopted September 25, 2024, is comprised of the following, incorporated herein as though set forth at length:

- 2025 TIP Fact Sheet
- TIP Volume 1: Overview
- TIP Volume 2: Project List
- TIP Volume 3: Technical Appendix
 - Appendix A: Adoption of the 2025 TIP (MTC Resolution No. 4646)
 - Appendix B: Caltrans 2025 FTIP Development Checklist and Development Guidance
 - Appendix C: Approval Letters
 - Appendix D: 2025 TIP Investment Analysis
 - Appendix E: Archived Projects Since 2023 TIP Approval
 - Appendix F: Delayed Projects Since 2023 TIP Approval
 - Appendix G: Project Selection and Prioritization
 - Appendix H: Public Notifications
 - Appendix I: Response to Public Comments on Draft 2025 TIP
 - Appendix J: Air Quality Conformity Analysis (MTC Resolution No. 4645)
 - Appendix K: Fiscal Constraint and Financial Plan for the 2025 TIP
 - Appendix L: Transit Financial Capacity Assessment
 - Appendix M: 2025 TIP Federal Performance Analysis
 - Appendix N: Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

Date: September 25, 2024
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4646
Page 1 of 1

Revisions to the 2025 Transportation Improvement Program

Revisions to the 2025 Transportation Improvement Program (TIP) will be included as they are approved.

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Appendix B.

Caltrans 2025 FTIP Development Checklist and Development Guidance

2025 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- ❖ The *Draft* 2025 FTIP at the start of the FTIP public review period but no later than **August 30, 2024**.
- ❖ Upload the Final 2025 FTIP, along with any amendments and to the 2025 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2024**.
- ❖ Email web-link to the Final 2025 FTIP and amendments to Caltrans by **September 30, 2024**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2025 FTIPs are not required. Verify

that the draft and final FTIP package includes the following:

- ✕ Project Listings (**Yes; Volume 2, page II-37**)
 - Projects that are Transportation Control Measures (TCMs) are identified
- ✕ Detailed listings for highway and transit grouped projects (back-up listings) (**Yes; Volume 2, page II-230**)
- ✕ Projects consistent with 23 CFR 667 requirements/analysis (**Yes; Volume 3, Appendix A**)
- ✕ Board resolution that addresses the following. Include signed board resolution with your final 2025 FTIP. (**Yes; Volume 3, Appendix A**)
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450
 - Consistency with the Regional Transportation Plan (RTP) [Plan Bay Area 2050](#)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets air quality conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- ✕ Federal Performance Measures: (**Yes; Volume 3, Appendix M**)
 - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under

- 23 CFR 450.306(d).
- Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
- Submit FTIP Performance Measures Reporting Workbook in Excel via email.
- ✘ Financial Summary **(Yes; Volume 3, Appendix K)**
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated **03.05.24**
- ✘ Include analysis of revenues dedicated for maintaining and operating the federal-aid system **(Yes; Volume 1, page I-11)**
- ✘ Air quality conformity analysis and determination, including the Conformity Analysis Checklist for MPO TIPs/RTPs **(Yes; Volume 3, Appendix J)**
- ✘ Public Participation Process/Interagency Consultation **(Yes; Volume 1, page I-7)**
- ✘ Expedited Project Selection Procedures (EPSP) documentation **(Yes; Volume 1, page I-14)**
- ✘ Web link to the CMAQ and STBGP project selection process **(Yes; Volume 1, page I-10)**

2025 Federal Transportation Improvement Program (FTIP) Development Guidance

Updated: 02/16/2024

This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450.

I. 2025 FTIP Timeline

Draft 2025 FTIP

MPOs must email the link to the draft 2025 FTIP at the start of the public review period to their Caltrans FTIP coordinator, but no later than August 30, 2024. All items listed in the 2025 FTIP Checklist must be included, except for the signed board resolution.

Final 2025 FTIP

Submit the final 2025 FTIP and any amendments to Caltrans by September 30, 2024. Only FTIPs received by the deadline will be included in the final 2025 FSTIP submittal to FHWA and FTA. Once it is approved by the FHWA and FTA, the 2025 FSTIP will supersede the 2023 FSTIP and only projects included in the 2025 FSTIP can be obligated.

2025 FTIP Amendments

Any amendment to the MPO's board-adopted 2025 FTIP received by September 30, 2024, will be included as part of the final 2025 FSTIP submittal to the FHWA and FTA. During this time, MPOs with delegated authority from Caltrans cannot approve administrative modifications to their board approved 2025 FTIPs until the 2025 FSTIP is approved by the FHWA and FTA.

Amendments to the 2025 FTIP submitted to Caltrans after September 30, 2024, will be processed by Caltrans, FHWA and FTA after the 2025 FSTIP is federally approved.

II. Maintenance and Operations Costs

Action/ Task: In the FTIP’s financial plan, include an analysis of revenues dedicated for maintaining and operating the federal-aid system. Include the basis for calculation, address any anticipated shortfall in available revenues, and describe plans to address the gap.

III. Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events

Per 23 CFR 667, Caltrans is required to conduct statewide evaluations to determine if there are reasonable alternatives to all roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The evaluations shall be completed prior to any affected portion of a road, highway, or bridge project being included in the FSTIP.

Summary of Caltrans evaluation is listed below:

1. Caltrans included summary of transportation assets repeatedly damaged by emergency events under 2022 Transportation Asset Management Plan (TAMP). TAMP Section 5.5 and Appendix B, “Table E – Repeatedly damaged assets on the NHS” have details of NHS locations of repeated damages assets for the period 2006 -2020. <https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan>
2. Caltrans maintains the Sites of Repeated Disaster Damage (SORRD) table, which is located on the Division of Local Assistance (DLA) as attachment: <https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667>

Action/ Task: The Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the list during their planning, programming, and project development work to determine if the site of their proposed project has any locations of repeated disaster damage. These repeated disaster damage locations should be considered for possible project adjustments or new projects

implementing one, or more, resiliency improvements addressing the underlying cause of the repeated disaster damage.

Guidance for MPOs on the project evaluation procedure, 23 CFR 667 Resiliency Certification form, the 23 CFR 67 Resiliency Worksheet form, and other helpful documents and links are available at the Division of Local Assistance:

<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667>

The MPOs and RTPAs consider the SORDD listed locations, as well as information from completed project 23 CFR 667 Resiliency Certification when developing projects on the federal aid system. MPOs program the federal-aid projects into the FTIP once the project's 23 CFR 667 Resiliency Certification is complete.

IV. Performance-Based Planning and Programming (PBPP) Requirements for RTP and FTIP

Federal regulations require States and MPOs to take a performance-based approach to planning and programming. States, MPOs, and transit operators must establish targets in key national performance areas. Title 23 CFR 450.306 requires MPOs to establish performance targets in their metropolitan transportation planning process. The FTIP shall include the MPO's adopted performance targets and describe efforts toward achieving those targets.

Action/ Task: A key step in the PBPP process is the decision-making by MPOs to prioritize and select projects regionally for funding. In the FTIP, MPOs should describe the process and criteria they use to select and prioritize projects for funding and how this process is performance-based.

MPO must ensure that sufficient details are included in the FTIP to describe projects selection process:

- 1) Describe which funding sources your agency selects projects for.
- 2) Explain in detail, how your regional project selection process is performance-based and how it supports achievement of the performance targets.
 - Describe if project selection in your region is carried out through a competitive process and whether your agency conducts a call for projects.
 - If your agency does not conduct a competitive call for projects, please explain how your agency prioritizes projects for funding in the region.

- Identify scoring criteria or analyses used by your agency to select projects and explain the relation to performance measures.

This checklist should be used as a tool to ensure the requirements and best practices for addressing federal performance measures are adequately met in the FTIP. Additionally, MPOs may use the “FTIP Performance Measures Template (Word file)” to address the performance-based planning and programming requirements for the FTIP. MPOs must also submit the “FTIP Performance Measures Reporting Workbook (Excel file)” to Caltrans with the draft FTIP.

Shall:

23 CFR 450.326

- **(c)** The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).
- **(d)** The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The FTIP Should:

- Include a dedicated discussion/section to address federal performance measures.
- Identify each federal performance measure and the most recent target set for each performance measure.
 - PM 1, 2, 3, Transit Asset Management (TAM), Public Transportation Agency Safety Plan (PTASP)
- Describe the MPO’s targets for each performance measure (i.e. supporting the State’s target or MPO is selecting its own targets).
 - For TAM and PTASP targets, MPOs collect targets from the transit agencies, but are required to set a regional target. Describe methodology for setting regional target.
 - Also describe the coordination efforts undertaken by the MPO to set each performance targets, such as coordination with the State, transit agencies, etc.
- The performance measures section of the FTIP should be consistent with the RTP, specifically, the System Performance Report, and should reference the

RTP and/or refer the reader to more detailed information in the RTP System Performance Report.

- Explain how the projects programmed in the FTIP are consistent with the RTP goals, objectives, and/or strategies.
- Explain how the projects programmed in the FTIP align with the MPO's project selection criteria.
- Describe projects that are programmed in the FTIP that help to achieve or make progress towards achieving each of the performance targets (PM 1, 2, 3, TAM, PTASP).
 - Describe the funding program(s)/source(s) for the project(s).
 - Identify whether the project is on the NHS (PM 2).
 - Provide details about the existing conditions/performance and describe the anticipated conditions/performance once the project is implemented.

V. FTIP Amendment Process

Action/ Task: Include a description of the MPO's FTIP amendment process.

FTIP amendment process should include an explanation of the criteria used to determine when formal amendments and administrative modifications are needed, the public participation process for amendments, and how administrative modifications and amendments are approved.

VI. Federal Land Management Agency (FLMA) Consultation

Action/ Task: MPOs should include a description in the FTIP about how they coordinate their programming process with FLMAs in the region. Describe projects in the region that are providing better access to federal lands and describe any federal funding sources for projects that are coordinated with FLMAs.

MPOs and Caltrans must coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the Caltrans, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of

Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the FTIP and FSTIP. MPOs must appropriately involve FLMAs in the development of the RTP and the FTIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the FSTIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

VII. Satisfying Public Participation Requirement for the Development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

Action/ Task: The MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP satisfy the POP requirements for the FTA 5307 Program.

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the Program of Projects (POP) for the FTA 5307 Program. To achieve this requirement, the transit recipient shall coordinate with the MPO to ensure the public is informed that its public participation plan associated with the FTIP is used to satisfy the public involvement requirements for the POP.

VIII. Financial Constraint/Financial Summaries

Financial or fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that the RTP, FTIP, and FSTIP include sufficient financial information to demonstrate that the projects in the RTP, FTIP, and FSTIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained.

In air quality nonattainment and maintenance areas, projects included in the first two years of the FTIP and FSTIP require funds to be "available" or "committed". Available funds are funds derived from an existing source historically used for

transportation purposes, such as Federal authorized and/or appropriated funds. Committed funds are funds that have been dedicated or obligated for transportation purposes. In addition, in nonattainment and maintenance areas, fiscal constraint must be demonstrated on the RTP and FTIP before transportation conformity can be determined.

Additional guidance regarding fiscal constraint can be found here:

- Clarifying Fiscal Constraint Guidance - Planning - FHWA (dot.gov)
https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm
- Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)
<https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm>

Action/ Task: The MPO must prepare fiscally constrained FTIPs and:

- a. Program CMAQ, STBGP, and Carbon Reduction Program (CRP) funded projects up to the annual apportionment level for your region.
- b. Program projects from various Caltrans managed state consistent using the project listings from Caltrans.
- c. Include the FTIP Financial Summary Tables in the draft FTIP for public review. Notate any borrowing/loaning of apportionments in the footnote of the financial summary table per agreements executed by Caltrans Local Assistance.
- d. Submit the financial summary tables dated February 12, 2024, in the final FTIP to Caltrans.

IX. Programming of Individually Listed Projects

Action/ Task: The MPO must ensure that programming individual projects complied with the following guidance:

- a. Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.

- b. Program funding for each phase of a project in the year of obligation (E-76).
- c. For projects with no funding programmed within the four-year FTIP cycle that are included in the FSTIP for environmental approval purpose, include the Regional Transportation Plan (RTP) Project Number, project completion date, the total project cost and add the following language to the project description:

“Project included in the FTIP for environmental approval.”

- d. Provide the following information for each project:
 - 1) Sufficient description (i.e., type of work, termini, and length) to identify the project. (See the section below for more information.)
 - 2) Total project cost based on the latest engineering estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the “year of expenditure dollars” based on reasonable financial principals and assumptions and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are “available” or “committed.”
 - 3) The amount of federal funds proposed to be obligated during each program year for the project or phase.
 - 4) Required non-federal matching funds.
 - 5) Implementing agency
 - 6) When programming an FTA-funded project from the prior FTIP into the 2025 FTIP, use the project description field (or “CTIPS MPO Comments” section) to list the fiscal year in which the funds were awarded, the amount, and the prior year fund type.
 - 7) Corresponding RTP number or RTP page number. MPOs that use California Transportation Improvement Program System (CTIPS) to develop their FTIPs may use the “Project Title, Location & Description” field or the “MPO Comments” field to include the RTP information. This demonstrates the project is consistent with the RTP.

Highway Projects (State Highways/Local Roads) Description Format

| | |
|--|--|
| Description Formula: [(Location) + (Limits) + (Improvement)] | |
| Location: | <p>The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.”</p> <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>South of Bakersfield</i> |
| Limits: | <p>Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads.</p> <ul style="list-style-type: none"> • <i>Between 1st Street and Pine Boulevard;</i> • <i>North of Avenal Creed to South of Route 33;</i> • <i>At Rock Creek Bridge;</i> |
| Improvement: | <p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity).</p> <ul style="list-style-type: none"> • <i>Widen roadway from existing 2 lanes to 4 lanes.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i> |
| Example: | In Bakersfield: Between 1 st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes. |

Transit Project Description Format

| | |
|--|--|
| Description Formula: [(Location :) + (Limits) + (;) + (Improvement)] | |
| Location: | <p>For work at spot locations for large (statewide) transit agencies:</p> <p>The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with "East, West, North, or South of."</p> <ul style="list-style-type: none">• <i>In Bakersfield:</i>• <i>North of Bakersfield:</i> <p>Otherwise: Skip this step.</p> |

| | |
|--------------|---|
| Limits: | <p>For work at spot locations (all agencies):</p> <p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <ul style="list-style-type: none"> • <i>Lafayette BART Station;</i> • <i>The Daly City Yard, adjacent to the Coloma Station;</i> • <i>San Joaquin Corridor;</i> <p>Otherwise: Skip this step.</p> |
| Improvement: | <p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity.</p> <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Track and signal improvements.</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> • <i>Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).</i> • <i>Para-transit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i> |
| Example: | <p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements.</p> <p>Operating assistance for Sacramento Regional Transit.</p> |

X. Programming of Grouped Projects

Action/ Task: The MPO must ensure that programming grouped projects complied with the following guidance:

- a. Use the attached guidelines titled “Programming of Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas” (Attachment A) for programming grouped projects in air quality non-attainment or maintenance areas.
- b. Refer to 23 CFR 771.117 (c) and (d) for MPO areas (SBCAG, AMBAG, and Shasta) and Rural non-MPO counties that are classified as air quality attainment for information on projects that can be classified as “Categorical Exclusion (CE).” For these areas, projects that are not considered regionally significant and qualify as CE may be grouped together.
- c. MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing.
- d. FTA-funded projects can be grouped, provided the detailed project list is made available to the FTA and the public. The detailed project list must be included in the FTIP and in the FTIP amendment when circulated for public review.
- e. Include all the necessary details in CTIPS: Location & Description must refer to appropriate CFR section. Conformity sub section in CTIPS to be filled as appropriate including EPA Table 2 & 3 Exempt Category. Example is shown below.

| | | | | | | | | | | | |
|---|---------------|-------|---------------------------|---|-------------|----------|----------------|--|---------------------|---------|--|
| District | CT Project ID | EA | PPNO | MPO ID | CTIPS ID | Doc Year | Document | Ver | Last Updated: | By: | |
| 03 | | | | VAR79050 | 20700001655 | 2022 | FTIP | 46 | 09/30/2022 10:36 AM | AHSACOG | |
| Find or Add New | | | Project Definition | | | | Funding | | | | |
| Implementing Agency | | MPO | | Project Title | | | | Trans. System | | Phone | |
| Various Agencies | | SACOG | | Grouped Projects for Reconstruction or renovation | | | | Transit | | | |
| County | | Route | Suffix | Prefix | PM Back | Suffix | Prefix | PM Ahead | Suffix | Contact | |
| Various Counties | | | | | 0.000 | | / | 0.000 | | | |
| | | | | | | | / | | | Email | |
| | | | | | | | / | | | | |
| Location & Description | | | | Change Reason & Status | | | | Approval Status | | | |
| Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage) | | | | Adoption 0.00 Cost/Scope/Sch. Change | | | | MPO 09/15/2022 Admin. Modifications | | | |
| Comments | | | | Change Status | | | | State 11/16/2022 Denied | | | |
| <input checked="" type="radio"/> MPO <input type="radio"/> Caltrans <input type="radio"/> FHWA/FTA/EPA Reduce funding ** Lump sum | | | | <input type="radio"/> Official <input checked="" type="radio"/> Active | | | | Federal 12/16/2022 Denied | | | |
| | | | | <input type="checkbox"/> Cost Increase <input type="checkbox"/> Cost Decrease <input type="checkbox"/> Scope Increase <input type="checkbox"/> Scope Decrease <input type="checkbox"/> Schedule Delay <input type="checkbox"/> Schedule Advance <input type="checkbox"/> Fund Source Chg <input type="checkbox"/> Component Chg | | | | FTIP Documents | | | |
| | | | | Conformity | | | | Delivery Status | | | |
| | | | | <input type="checkbox"/> Capacity Increase Project | | | | Expected Complete | | | |
| | | | | Air Basin <input checked="" type="checkbox"/> EPA Table 2 & 3 - Exempt Category Mass Transit - Reconstruction of transit structures. | | | | <input type="checkbox"/> Archive <input type="checkbox"/> TCM <input type="checkbox"/> Implementing TCM | | | |
| | | | | Environmental | | | | Original Source | | | |
| | | | | Document: Approval: | | | | | | | |
| | | | | Report Grouping | | | | | | | |
| << Prior Version Next Version >> < 108 of 137 > Delete Version Print Project EXIT | | | | | | | | | | | |

XI. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO's discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be satisfied by applying an equal amount of TCs, which allows a project to be funded with 100% federal funding for federally participating project costs. TCs do not generate additional federal funding and are limited to the non-federal match required for the federal apportionments available in any given year.

The current Caltrans federal funding policy excludes the STIP (IIP), SHOPP, and Highway Maintenance Program projects from the use of TCs. However, MPOs may use CMAQ and STBGP funds in lieu of the required federal match by using TCs for the programs listed below.

Action/ Task: The MPO must ensure that use of toll credits complied with "California Department of Transportation Toll credit use policy" dated June 4, 2013. See attachment-D for the policy.

Consult with Caltrans -Division of Local Assistance for use of toll credit for any program that is not specifically listed in the section.

TCs may be used for the following programs:

| PROGRAMS | CRITERIA | ELIGIBLE FUNDS FOR USING TCs |
|---------------------------|--|---|
| STIP | TCs can be used only for the RIP projects | Eligible federal funds (e.g. CMAQ, STBGP) |
| HBP – Off System Projects | TCs are to be used for the "Off federal-aid system" projects | HBP |
| HBP – On System projects | TCs can be used for the "On federal aid system" projects using other eligible federal funds. | Eligible federal funds (e.g. HIP, STBGP) |

| | | |
|-----------------------|---|---|
| HSIP | TCs can be used for projects from the local HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds. | Eligible federal funds (e.g. CMAQ, STBGP) |
| *CMAQ and STBGP | Projects may be programmed with TCs at MPO's discretion | CMAQ, STBGP |
| FTA – Funded Projects | <p>Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs</p> <ul style="list-style-type: none"> • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer | Various |

* Notate in the FTIP the “Use of TCs” in the project description or MPO Comments field for CMAQ and STBGP-funded projects.

TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

XII. 2024 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (If a phase is programmed outside of the 2025 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS). When a STIP project is transferred from the STIP into the FTIP in CTIPS through the “CTIPS Transfer Mechanism,” right of way support and construction support costs are added to the corresponding capital costs.

MPOs may choose one of the following options for programming STIP projects:

- a) **Recommended Option:** Use the California Transportation Commission (CTC) adopted 2024 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the 2024 STIP Fund Estimate (FE). <https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2024-stip/final-fe-august-2023-tab-17-a11y.pdf>
- d) For the first three years of the 2025 FTIP, program only existing projects from the 2022 STIP that are re-programmed in the 2024 STIP. Program new STIP projects, if any, in the fourth year of the 2025 FTIP. The total programmed STIP funding in 2025 FTIP must be constrained to the available STIP targets for the region per FE.
- e) Program only existing projects from the 2022 STIP that are to be re-programmed in the 2024 STIP.

Options b, c, and d, require the MPO to process an amendment to align the FTIP with the 2024 STIP once the CTC adopts the 2024 STIP. The FTIP amendment must be submitted to Caltrans by **September 30, 2024**.

Timeline:

- ✓ **March 01, 2024** – CTC staff recommendations for the 2024 STIP projects are expected to be released.
- ✓ **March 21-22, 2024** – CTC adoption of the 2024 STIP.
- ✓ **May 1, 2024** – The 2024 STIP will be available in CTIPS for transfer into the FTIPs.

Ensure projects are programmed using the appropriate “STIP Advance Construction - RIP/IIP” fund type.

Any non-STIP project funding (e.g. Road Repair and Accountability Act Funding, Proposition 1B, local funds) must be programmed consistent with the STIP funding details in CTIPS.

XIII. 2024 State Highway Operation and Protection Program (SHOPP)

For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

- Program all projects with “SHOPP Advance Construction (AC)” fund type.
- Verify in the financial summary that the total revenue is equal to the total programmed.
- Program Preliminary Engineering (PE) and Right of Way (RW) phases for the Contingency projects (G-13) and once Construction Capital and

Construction Support phases are programmed in the 2024 SHOPP, District FTIP Coordinators will notify MPOs to program these phases in the 2025 FTIP.

MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinator if more information, such as a detailed project scope, is needed to make that determination.

Timeline:

- ✓ **January 31, 2024** – Caltrans to submit proposed 2024 SHOPP to the CTC.
- ✓ **March 21-22, 2024** – Anticipated CTC adoption of the 2024 SHOPP.
- ✓ **May 2, 2024** – The 2024 SHOPP will be available in CTIPS
- ✓ **By May 15, 2024** – Caltrans Programming will provide the SHOPP Grouped Project Reports.

FTIP Programming Instructions:

1. For projects in non-attainment areas, MPOs are to review the SHOPP Grouped Listings Report to determine if the projects are eligible for grouping. Non-exempt projects must be removed from the grouped project listing and programmed separately as line-item projects.
2. For projects in attainment areas, MPOs are to review the SHOPP Grouped Project Listings Report and program any projects that are not classified as “Categorical Exclusion (CE),” as line-item projects. MPOs may contact their District FTIP Coordinators if more detailed project information is needed.
3. Use the “SHOPP Advance Construction (AC)” fund type and select the appropriate SHOPP Program Category (e.g., Mobility, Bridge Preservation). This fund type includes both state and federal funds.

The screenshot shows the 'Fund Table Manager' web application in Google Chrome. The browser address bar shows 'ctips-prod.dot.ca.gov/ctips/BrowseAllFundsForm.do'. The page has a red header for 'Edit Fund Type' and a blue header for 'Browse All Funds'. The main content area is divided into several sections:

- Fund Type Details:** Includes 'Fund ID' (SHOPPAC), 'Fund1 Name' (SHOPP Advance Construction (AC)), and a 'Detailed Fund Description' box containing the text: 'SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.' Below this are checkboxes for 'Blended Fund Type' (unchecked), 'Match %' (0.00), 'Match Fund' (dropdown), and 'Type' (radio buttons for Federal, State, Local, with Federal selected). There are also checkboxes for 'Archived Fund Type' and 'State Highway Account'.
- Program Category(s) Containing this Fund Type:** A list of categories including 'SHOPP - Roadside Preservation', 'SHOPP - Roadway Preservation', 'CT Minor Pgm.', 'SHOPP - Prior', 'SHOPP - Collision Reduction', 'SHOPP - Misc', 'SHOPP - Bridge Preservation', and 'SHOPP - Emergency Response'. A 'Select Category to Add' dropdown and 'Add/Delete' buttons are present.
- MPO Filter - This Fund Type Applies to ...:** A grid of checkboxes for various MPOs, all of which are checked: AMBAG, BCAG, COFCG, KCOG, MCOG, MTC, SACOG, SBCAG, SCAG, SANDAG, Shasta, SJOOG, SLOCOG, STANCOG, TCAG, Kings, TRPA, Madera, and Rural Non-MPO. A 'Check All' button and a '?' button are also present.

At the bottom of the form, there are buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

4. Ensure the total revenue is equal to the total programmed funding for SHOPP projects in your region.
5. **SHOPP Long Lead Projects:** These projects require more than four years to develop due to the complexity of the environmental and Preliminary Engineering (PE) work. Therefore, MPOs may program the PE phase.
6. **G-13 Contingency Projects:**
 1. Program these projects with the fund type "SHOPP-AC".
 2. For non-exempt projects, program all phases (PE, RW and CON) of the project in the Fiscal Year (FY) identified in the 2024 SHOPP.
 3. For exempt projects, program the PE and RW phases in the FY shown in the 2024 SHOPP. Program CON Capital and CON Support in a future year, outside of the 2023 (or 2025) FSTIP. Once the CON Capital and CON Support are approved in the SHOPP, Caltrans District FTIP Coordinators will request MPOs to program these phases in the current FSTIP.
7. **Asset Management Pilot Projects:** These projects are funded from the "SHOPP-MISC" Program Category, if there are any, and reported on Page 1 of the Grouped Project Listing Report for your region. The project scope

may include multiple work components, program these projects as line-item projects using the fund type below:

The screenshot shows a web browser window titled 'Fund Table Manager - Google Chrome' with the URL 'https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do'. The page has a red header 'Edit Fund Type' and a blue header 'Browse All Funds'. The main content area is divided into several sections:

- Fund Type Details:** Includes fields for 'Fund ID' (SHOPPAC) and 'Fund Name' (SHOPP Advance Construction (AC)). There is a 'Detailed Fund Description' box containing the text: 'SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.' Below these are checkboxes for 'Blended Fund Type' (unchecked), 'Archived Fund Type' (unchecked), and 'State Highway Account' (unchecked). A 'Type' section has radio buttons for 'Federal' (selected), 'State', and 'Local'.
- Program Category(s) Containing this Fund Type:** A list of categories is shown on the left, including 'SHOPP - Bridge Preservation', 'SHOPP - Collision Reduction', 'SHOPP - Emergency Response', 'SHOPP - Mandates', 'SHOPP - Mobility', 'SHOPP - Roadside Preservation', 'SHOPP - Roadway Preservation', and 'CT Minor Pgm.'. A 'Select Category to Add' dropdown and 'Add'/'Delete' buttons are also present.
- MPO Filter - This Fund Type Applies to ...:** A grid of checkboxes for various MPOs, all of which are checked: AMBAG, BCAG, COFCG, KCOG, MCAG, MTC, SACOG, SBCAG, SCAG, SANDAG, Shasta, SJCOG, SLOCOG, STANCOG, TCAG, Kings, TRPA, Madera, and Rural Non-MPO. A 'Check All ?' button is at the bottom right of this section.

At the bottom of the form, there are buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

XIV. Various Caltrans Managed State and Federal Programs

Caltrans Federal Programming Office provides MPOs information on various Caltrans managed state and federal programs (Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as the listings become available.

Action/ Task: The MPO must ensure that projects are programmed using the latest state managed program listings. Contact Caltrans Federal Programming Office for further assistance.

XV. Electronic FSTIP (E-FSTIP)

To streamline and expedite the submittal and approval of the FSTIP, Caltrans implemented the Electronic Submittal and approval of the FSTIP (E-FSTIP). The E-FSTIP enables MPOs, Caltrans, the FHWA and the FTA to electronically submit and approve the FSTIP, FTIPs, and FTIP amendments. The new E-FSTIP process eliminated the need for the MPOs and Caltrans to submit hard copies of these federal programming documents for review and approval. The FHWA and FTA will also approve all federal programming documents for the 2025 FSTIP through the E-FSTIP.

Action/ Task: MPOs must submit their 2025 FTIPs, FTIP amendments, administrative modifications, and air quality conformity determinations to Caltrans, by uploading these documents into the California Transportation Improvement Program System (CTIPS) database to obtain state and federal approvals.

Caltrans' approval of the federal programming documents in CTIPS will constitute the State's approval of the FTIPs and its amendments for inclusion into the FSTIP. FHWA's and FTA's entry of an approval date in CTIPS will constitute federal approval of the FSTIP, FTIP amendments, and associated air quality conformity determinations.

Use the "E-FSTIP Amendment Approval Procedures for MPOs" (Attachment B) for the instructions on how to upload your FTIP and FTIP amendments into CTIPS.

Attachments:

1. Attachment A: Programming Grouped project listings in air quality nonattainment or maintenance areas
2. Attachment B: E-FSTIP Amendment Approval Procedures for MPOs
3. Attachment C: Caltrans' Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs
4. Attachment D: Caltrans Toll Credit Use Policy

Appendix C.

Approval Letters

TO BE INCLUDED WITH FINAL 2025 TIP

Appendix D.

2025 TIP Investment Analysis

2025 TIP Investment Analysis

A FOCUS ON LOW-INCOME POPULATIONS, PERSONS OF COLOR,
SENIORS, AND PERSONS WITH DISABILITIES

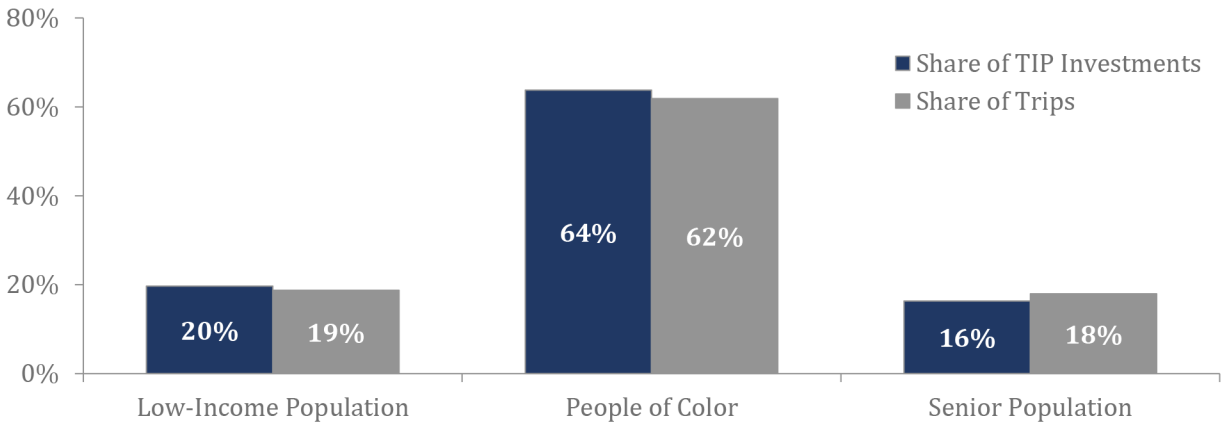
Executive Summary

The 2025 Transportation Improvement Program (TIP) Investment Analysis is an assessment of TIP investments through an equity lens, specifically focused on the Bay Area’s disadvantaged populations. The purpose of the analysis is to understand if low-income populations, people of color, seniors, and persons with disabilities are sharing equitably in the region’s near-term transportation investments.

Equitable distribution of investments overall

The results of the population use-based analysis (Figure 1) indicate that overall, the investments in the 2025 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households, people of color, and seniors.

Figure 1. 2025 TIP Investments and Trips by Population

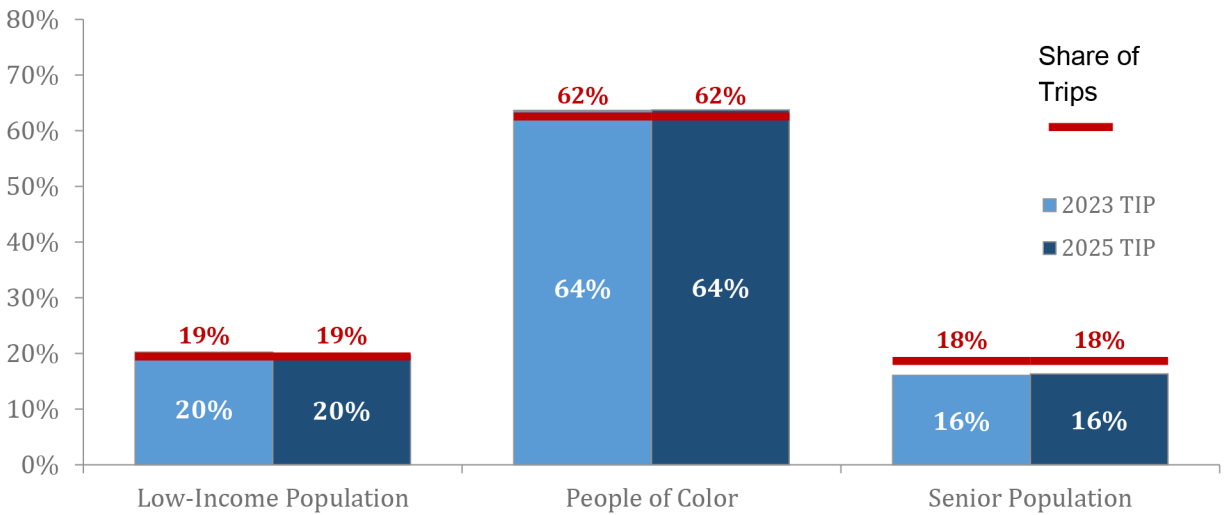


Sources: 2018/19 Bay Area Travel Survey, 2025 TIP

Comparison with Prior Analyses

The 2025 TIP maintains an overall equitable distribution of investments, consistent with the 2023 TIP investment analysis (Figure 2).

Figure 2. 2025 TIP Investments: Comparison with Prior TIP Period



Sources: 2018/19 Bay Area Travel Survey and 2023 TIP, 2010-12 California Household Travel Survey, 2023 and 2025 TIPs

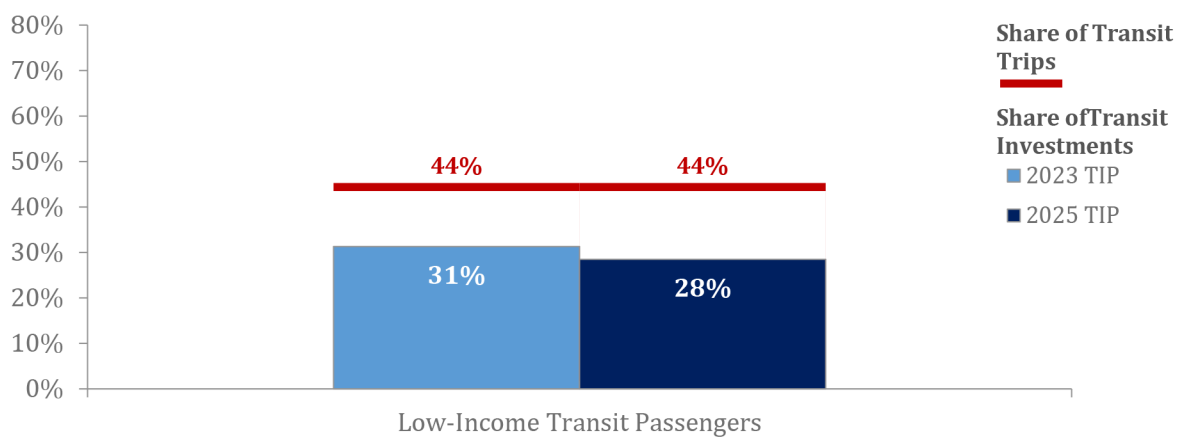
Variable results for transit

While the 2025 TIP continues an equitable distribution of investments overall, there is one variance worth noting, specifically related to transit.

The share of transit investments that support trips made by passengers in low-income households (28%) falls short of these passengers' relative share of the transit trips taken (44%) (Figure 3).

The divide between TIP investments supporting low-income transit riders and the proportion of trips by these riders are driven in part by the definition of low-income, which has remained static at \$50,000 per household over the last several analyses. As a result, each subsequent TIP analysis of low-income transit riders captures a decreasing share of transit passengers due to steady increases in median income over time.

Figure 3. 2025 TIP Transit Investments, Low-Income: Comparison with Prior TIP Period



Sources: MTC Transit Passenger Demographic Survey, BART Customer Satisfaction Survey, 2023 and 2025 TIPs

The varied transit results in the 2025 TIP can also be attributed, in part, to a small number of very large projects, particularly the BART Berryessa to San Jose Extension. The share of BART riders from low-income households is less than the regional average, which is likely a significant driver of the disparity between transit investments that support low-income transit riders and the share of low-income transit riders.

With \$3.6 billion programmed to the project, the BART extension alone accounts for 70% of all transit funding in the 2025 TIP. When focusing only on state and federal transit funds, this project accounts for approximately 74% of funding in the TIP period. For this analysis, ridership characteristics for the BART extension are assumed to mirror that of the existing BART system, even though the characteristics of transit riders benefiting from the extension may more closely reflect that of VTA, the service area of the project. The share of BART riders from low-income households is less than the regional average.

In addition, approximately \$2.7 billion in FTA formula funding for the four-years of the 2025 TIP have not yet been reflected in the TIP. These funds will be amended into the TIP through the Transit Capital Priorities (TCP) program. The programming of these funds to transit operators throughout the region is anticipated to improve the estimated per transit passenger benefits for low-income riders and people of color.

It is also important to re-emphasize that the TIP does not reflect the full picture of transportation investments in the Bay Area. The TIP only includes four years of near-term fund programming and tends not to include operating and maintenance funds, particularly for transit.

Transportation equity measures and project mapping provide opportunity for better understanding of potential equity impacts

For the 2025 TIP, additional information is provided on projects that support transportation and equity-related regional goals from in PBA 2050: Build a Next-Generation Transit Network, Maintain and Optimize the Existing System, Create Healthy and Safe Streets, and Reduce Climate Emissions. Although the analysis does not identify direct benefits and burdens resulting from individual investments, it builds upon the population use-based and disparate impact analyses to better understand the nature of the projects included in the 2025 TIP and their anticipated effects on long-term regional goals.

Where possible, projects in the 2025 TIP are also mapped to illustrate the location of investments in relation to adopted Equity Priority Communities (EPCs) on the [2025 TIP Investment Analysis Web Map](#). The geographic display of projects allows for examination and identification of any apparent systematic exclusion of communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between EPCs and the remainder of the region.

Introduction

The 2025 Transportation Improvement Program (TIP) Investment Analysis is an assessment of TIP investments through an equity lens, specifically focused on the Bay Area's disadvantaged populations. The purpose of the analysis is to understand if low-income populations, people of color, seniors, and persons with disabilities are sharing equitably in the region's near-term transportation investments. Although the project investment information is current as of development of the 2025 TIP, the demographic and travel data used in this analysis are from 2014 through 2019. As these data are pre-COVID-19, the recent demographic shifts in the Bay Area and long-term impacts to travel patterns due to COVID-19 will be reflected in the analysis of future TIPs.

2025 TIP

The Bay Area's 2025 TIP covers the four-year period of FY 2024-25 through FY 2027-28 and includes over 300 transportation projects with \$11.8 billion in committed funding during the four-year period.

Projects in the TIP

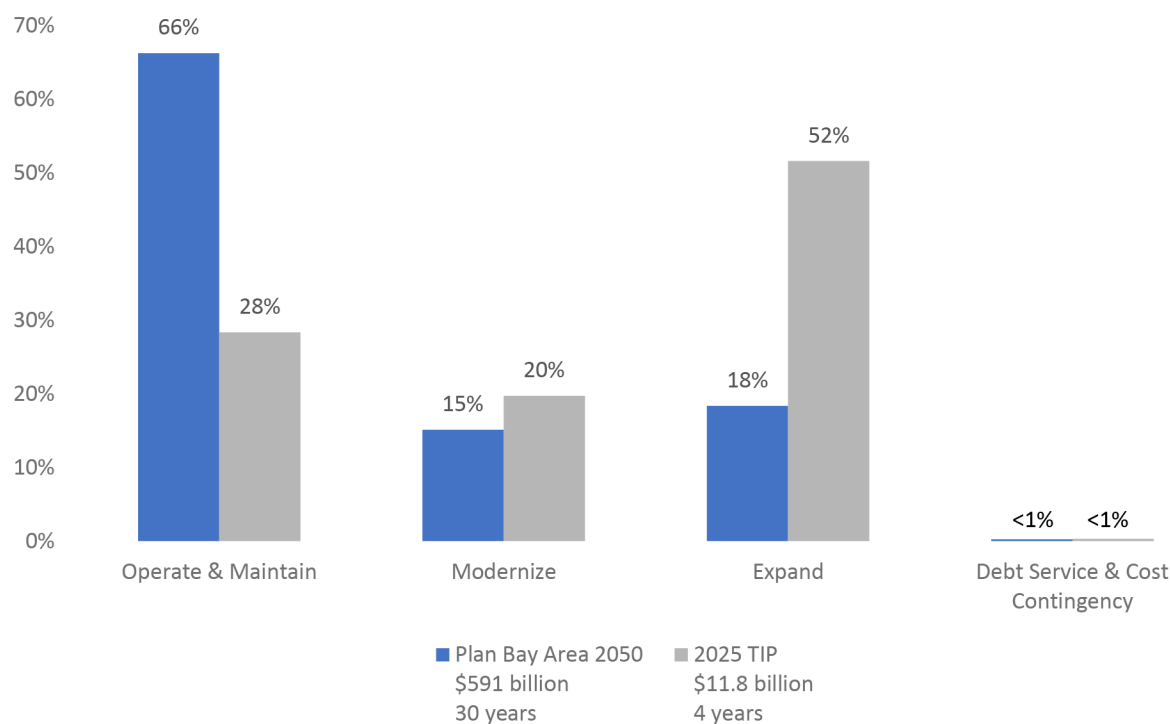
The TIP includes all transportation projects that are federally funded, require a federal action, or are considered regionally significant for air quality conformity purposes. Most projects in the TIP are federally funded, although some local or state-funded projects are also included, particularly those that are large in scale or impact travel patterns over a relatively large geographic area, such as a new carpool lane on a state highway. In reviewing TIP investments as a whole, it is important to keep in mind that most transportation projects are local, in both scale and funding, and these projects are typically not reflected in the TIP. These projects include roadway repaving, transit operations and maintenance, planning efforts, bicycle/pedestrian improvements, and minor intersection improvements.

All projects included in the TIP must be consistent with the region's long-range plan, *Plan Bay Area 2050* (PBA 2050). As such, the TIP represents a four-year snapshot that is a small part of the 30-year plan period.

In addition to the total investments captured in the TIP versus PBA 2050, there is an important difference between these two documents that complicates any side-by-side comparison. While PBA 2050 includes the universe of revenues reasonably expected to be available (federal, state, local, and private funds) to implement planned transportation projects, program, and strategies, the TIP is much more focused on projects with federal funding or that affect air quality conformity. This means that the TIP is more heavily weighted toward large capital projects, such as transit and highway expansions, that are more likely to require federal funds or action. The vast majority of funds that go to operate, maintain, and manage the region's existing transportation system—a top priority of the long-range plan—are not typically captured in a TIP as they tend to be locally funded. See Figure 4, on the following page, for an illustration of this distinction.

Note: The percentages shown on the tables and charts throughout this document may not sum to 100% due to rounding.

Figure 4. TIP and PBA 2050 Investments by Investment Strategy



The narrower focus of the TIP also means only a fraction of total regional transportation expenditures is captured in any given year. On average, one year of investments in the 2025 TIP accounts for less than a quarter of annual transportation expenditures across the region that support the regional long-range plan.

Another feature of the TIP that distinguishes it from the regional long-range plan is that it tends to be a more dynamic document; it is revised frequently to reflect the latest project cost and scope information.

Equity and Environmental Justice Considerations

As the federally designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is required to ensure that the region’s transportation planning processes comply with applicable equity and environmental justice requirements. The legal, regulatory, and policy framework for addressing those issues is described in Appendix A and includes:

- **Title VI of the Civil Rights Act:** States that no person shall be subject to discrimination based on their race, color or national origin under any federally funded program.
- **Federal Guidance on Environmental Justice:** Requirement that federal programs and funds do not result in disproportionately high and adverse impacts to racial or ethnic minority populations and low-income populations.
- **MTC’s Environmental Justice Principles:** Adopted principles that affirm MTC’s ongoing commitments to:
 - Create an open and transparent public participation process that empowers disadvantaged communities to participate in decision making that affects them, and
 - Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

- **MTC’s Equity Platform:** Aims to address equity challenges and inform how MTC approaches complex systems and environments. Adopted by MTC in January 2023, the Equity Platform is grounded by a set of Equity Pillars:
 - **Listen & Learn:** Recognizing both the rights and wrongs of the past can help chart the course for a better future. MTC’s public engagement program emphasizes listening to residents, advisory committees, and local governments to identify challenges and deliver solutions.
 - **Define & Measure:** We value what we measure, and we measure what we value. Using success metrics advances transparency and accountability, and new data will signal whether or not our policies are succeeding.
 - **Focus & Deliver:** To advance equity, MTC works with partners across sectors such as health, social services, faith-based groups, and civic and community groups. MTC acknowledges that to solve the Bay Area’s layered, multi-sector challenges, we must partner with experts in other fields. Together, we will share knowledge and make investment decisions based on that information.
 - **Train & Grow:** The MTC equity agenda requires “100% ownership throughout the agency,” with ongoing training starting in two important areas:
 - Methods to evaluate equity (including data collection, measurement and analysis)
 - Ways to effectively communicate, build trusted relationships and partner with Equity Priority Communities

MTC’s Equity Platform is designed for continual evolution and improvement — learning is always ongoing.

MTC satisfies its requirements for equity and environmental justice primarily through the PBA 2050 Equity Analysis, MTC’s Public Participation Plan, and MTC’s broader Title VI program. The TIP Investment Analysis provides stakeholders and interested members of the public an opportunity to assess the equity implications of the region’s near-term transportation investments funded within the TIP.

Bay Area Community Context

Demographic Profile

An important first step of the investment analysis is to understand the demographic context and travel patterns for the Bay Area. Note: Although more recent demographic data is available, this analysis uses 2019 Census data in order to align the data with the latest available travel survey data.

Race and Ethnicity

The Bay Area is one of the most diverse regions in the country, with 65% of the population identifying as non-white (Table 1). Within the region, more than a quarter of the population identifies as Asian (29%), followed closely by Hispanic or Latino (24%), and then Black or African American (6%). Other populations of color, including those identifying as two or more races, account for the remaining 6% of the population.

Table 1. Population Distribution by Race/Ethnicity

| Race | Population (in millions) | Percentage of Population |
|----------------------------|--------------------------|--------------------------|
| People of Color | 4.8 | 62% |
| Asian | 2.1 | 28% |
| Hispanic or Latino | 1.8 | 24% |
| Black or African American | 0.5 | 6% |
| Other populations of color | 0.4 | 5% |
| White | 3.0 | 38% |
| Total | 7.7 | 100% |

Notes: Tabulation prepared by MTC based on data from 2019 One-Year American Community Survey.

Income

Although the Bay Area’s economy has shown strong growth over the past few decades, regional levels of poverty persist. For this analysis, a low-income household is defined as making an income less than \$50,000 (approximately 17% of the Bay Area population). Of this 17%, approximately 8% of the population lives below the federal poverty level (\$25,750 a year for a family of four in 2019) (Table 2). Another 9% of the region’s households fall between the federal poverty level and the \$50,000 threshold.

Table 2. Population Distribution by Household Income

| Income | Population (in millions) | Percentage of Population |
|-----------------------|--------------------------|--------------------------|
| Low-Income | 1.3 | 17% |
| <\$25,000 | 0.6 | 8% |
| \$25,000 - \$49,999 | 0.7 | 9% |
| Not Low-Income | 6.4 | 83% |
| \$50,000 - \$99,999 | 1.6 | 21% |
| \$100,000 - \$149,999 | 1.4 | 18% |
| \$150,000+ | 3.4 | 44% |
| Total | 7.7 | 100% |

Notes: Tabulation prepared by MTC based on data from 2019 One-Year American Community Survey Public Use Microdata Samples. Income is calculated in 2019-denominated dollars. Note that the universe is persons in households and excludes persons living in group quarters.

Seniors and Persons with Disabilities

Nearly 16% of the Bay Area’s population is aged 65 or older (Table 3). Persons reporting disabilities across six categories defined by the Census Bureau total more than 9% of the region’s population. Note that there may be some overlap between these populations.

Table 3. Seniors and Persons with Disabilities

| Population | Population (in millions) | Percentage of Population |
|---------------------------|--------------------------|--------------------------|
| Seniors | 1.2 | 16% |
| Persons with Disabilities | 0.7 | 9% |
| Total | N/A | N/A |

Notes: Tabulation prepared by MTC based on data from 2019 One-Year American Community Survey. Note that the universe is civilian noninstitutionalized population counted in disability.

Travel Patterns

Note: Travel data used in this analysis are based on data collected before COVID-19. Travel patterns have changed significantly post-COVID, including a significant increase in telecommuting and decrease in the share of transit commute trips. Post-COVID travel data will be incorporated into future iterations of this analysis as soon as it is available.

Commute trips by Bay Area residents are overwhelmingly made by motor vehicle. Before COVID-19, three-quarters of commute trips (travel to/from work) were made in a car (74%), followed by transit (13%), telecommuting (6%), non-motorized trips, such as walking and bicycling (5%), and other modes (1%) (Table 4). Commuters from low-income households were more likely to walk or bike than the general population, and seniors were more likely to telecommute.

Table 4. Share of Commute Trips by Mode by Population

| Commute Trip Type | Low-Income | People of Color | Seniors | Total Population |
|-------------------------|------------|-----------------|---------|------------------|
| Roadway (Motorized) | 67% | 76% | 71% | 74% |
| Roadway (Non-motorized) | 10% | 4% | 4% | 5% |
| Transit | 14% | 14% | 10% | 13% |
| Telecommute | 8% | 5% | 14% | 6% |
| Other | 2% | 1% | 1% | 1% |
| Total | 100% | 100% | 100% | 100% |

Notes: Tabulation prepared by MTC based on data from 2019 One-Year American Community Survey Public Use Microdata Samples. Income is calculated in 2019-denominated dollars. Note that the universe is persons in households and excludes persons living in group quarters.

The share of all trips (including both commute and non-commute trips) made by target population groups is provided in Table 5. While there are differences in the travel patterns of low-income populations, people of color, and seniors, the vast majority of all trips are categorized as roadway trips, which includes driving and carpooling as well as trips made by walking or biking.

Table 5. Share of Commute and Non-Commute Trips by Mode by Population

| Trip Type | Low-Income | People of Color | Seniors | Total Population |
|-----------|------------|-----------------|---------|------------------|
| Roadway | 94% | 95% | 96% | 95% |
| Transit | 6% | 5% | 4% | 5% |
| Total | 100% | 100% | 100% | 100% |

Notes: Tabulation based on 2018/19 Bay Area Travel Survey. Tabulation does not include share of trips made by persons with disabilities due to sample size limitations.

Methodology

The 2025 TIP investment analysis is built on three components that work together to identify how low-income residents, people of color, seniors, and persons with disabilities may be affected by the investments in the 2025 TIP.



The methodologies used in each analysis are described in more detail below. Appendix B includes definitions and data sources used in this analysis.

Population Use-Based Analysis

This portion of the analysis compares the estimated percent of investments included in the TIP that benefit low-income populations, people of color, as well as seniors, to the percent of these populations' relative usage of the transportation system, for both roadways and transit. The analysis measures transit and motor vehicle trips using the 2018/19 Bay Area Travel Survey (BATS).

For this analysis, investments in the TIP are first separated into two modes: transit and local streets and roads/highway (referred to as "roadway"). For simplicity, pedestrian and bicycle projects are assigned to local streets and roads and not evaluated as a separate mode of travel or investment type.

Next, to analyze what share of each mode (transit and roadway) low-income, people of color, and senior populations utilize, the following definitions are used to identify disadvantaged populations:

- **Low-Income Households:** Low-income households are defined as households earning \$50,000 or less. This is roughly equivalent to 200% of the federal poverty level for a family of four.
- **Households of Color:** For this analysis, households of color are defined using U.S. Census Bureau definitions for racial and ethnic minorities, specifically the categories of Hispanic, Black or African American, Asian, and other or two or more races.
- **Seniors:** Seniors are defined as persons aged 65 and over.

The assignment of investments by usage is performed by multiplying the percent of use of the mode by the investment in that particular mode. For example, low-income populations take 19% of Alameda County's roadway trips. For a \$50 million state highway project in that county, 19% or \$9.5 million, would be assigned as a financial benefit to low-income populations and the remaining 81%, or \$40.5 million, to the remaining population. This analysis is conducted at the county level for highways and roadways and at the transit-operator level for transit.

Finally, the amount of money spent on projects by mode are summed for low-income people, people of color, and seniors based on each groups' usage share of each mode. The percent of money spent on trips supporting each population is then compared to the percent of trips taken by that population.

Disparate Impact Analysis

This portion of the analysis compares 2025 TIP investments per capita for persons of color to per capita investments for white populations, to investigate whether people of color are receiving an equitable share of the benefits from TIP investments. Due to the similarities in the analysis required by the Federal Transit Administration (FTA) for the long-range transportation plan, this portion of the analysis is also referred to as the Title VI analysis. The disparate impact analysis is not a required component of the TIP and is provided for informational purposes only.

This portion of the analysis focuses on federal- and state-funded projects only. Some of the State and Federal fund sources included are FTA 5307, FTA 5309, FTA 5311, FTA 5337 funds, STP/CMAQ, Proposition 1B, and Senate Bill 1 (SB 1) funds. In addition, racial or ethnic minority groups (Asian, Black or African American, Hispanic or Latino and other minorities) are evaluated collectively in comparison to the investments per capita for white populations.

The disparate impact analysis incorporates the quantitative results produced by the population/use-based analysis for state and federally funded projects. Investments are first expressed in terms of investments per capita or per transit rider for both people of color and white populations as follows:

$$\text{Benefit per capita (or rider)} = \frac{\text{Total transit investments allocated to transit riders}}{\text{Total regional transit ridership or population}}$$

Next, per capita (or rider) benefit results for people of color and white populations are compared, expressing the benefit per capita (or rider) for people of color as a percentage of the benefit per capita (or rider) for white populations:

$$\text{Result (\%)} = \frac{\text{People of color benefit per capita (or rider)}}{\text{White populations benefit per capita (or rider)}}$$

Although FTA does not provide specific guidance or standard benchmarks for MPOs to use in the metropolitan planning process to determine whether any given result for a long-range plan represents a disparate impact, a general practice is to use the percentage result to determine whether any differences between benefits for people of color and white populations may be considered significant. If a disparate impact in the long-range plan is found to be significant, consideration must then be given to “whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”¹ As stated earlier, the disparate impact analysis is not a federal requirement for the TIP, and is included in the 2025 TIP Investment Analysis for informational purposes.

Transportation Equity Measures Analysis & Mapping

The third component of the analysis summarizes projects that support regional performance in four equity-related transportation strategies from PBA 2050, which are listed in Table 6 and further expanded on in the next sections. Additionally, 2025 TIP investments are mapped to provide a visual representation of the location of projects in relation to EPC.

¹ FTA Circular 4702.1B, Chapter VI-2.

Table 6. Plan Bay Area 2050 Equity-Related Transportation Strategies

| Guiding Principle | Question to Describe Equity Outcomes | PBA 2050 Equity-related Transportation Strategies |
|-------------------|---|--|
| Connected | Will Bay Area residents be able to access their destinations more easily? | <ul style="list-style-type: none"> • Build a Next-Generation Transit Network • Maintain and Optimize the Existing System |
| | Will Bay Area residents have a transportation system they can rely on? | |
| Healthy | Will Bay Area residents be healthier and safer? | <ul style="list-style-type: none"> • Create Healthy and Safe Streets • Reduce Climate Emissions |
| | Will the environment of the Bay Area be healthier and safer? | |

Metrics to describe outcomes and disparities can be insightful in understanding the impacts of the 2025 TIP, but not every aspect of every PBA 2050 strategy can be simulated or captured in metrics, particularly for the limited focus and scope of the 2025 TIP. For a full description of the PBA 2050 strategies, refer to the [Plan Bay Area 2050 Plan Document](#). For detailed tables on equity-focused components with Plan strategies, refer to the [Plan Bay Area 2050 Equity Analysis Report](#).

The number and investment level of applicable project types in the 2025 TIP supporting each of the four PBA 2050 equity-related transportation strategies are summarized at the regional and county level.

Build a Next-Generation Transit Network

Projects that advance the goal of building a next-generation transit network will enable residents to access destinations more easily and ensure residents have a transportation system they can rely on. Projects supporting this strategy are defined by:

- Transit Service/Capacity: Transit projects with the primary purpose of expanding transit capacity.

Maintain and Optimize the Existing System

Projects that advance the goal of maintaining and optimizing the existing system enable residents to access destinations more easily and ensure residents have a transportation system they can rely on. Projects supporting this strategy are defined by:

- Pavement/Bridge Condition: Projects that preserve or rehabilitate existing bridges or roadways.
- Congestion/Reliability: Transit and roadway projects identified by the project sponsors as having a primary purpose of addressing congestion or system reliability, or projects anticipated as having a significant impact on congestion reduction or improved system reliability.
- Transit State of Good Repair: Projects that rehabilitate or replace existing transit assets.

This equity measure excludes projects that expand system capacity, as these projects do not contribute towards the regional strategy to maintain and optimize the existing system. Transit expansion projects are included under the next-generation transit network equity measure.

Create Healthy and Safe Streets

Projects that advance the goal of creating healthy and safe streets improve the health and safety of Bay Area residents and the environment. Projects supporting this strategy are defined by:

- Safety: Projects identified by the project sponsors as having a primary purpose of addressing safety, or as anticipated to have a significant impact on reducing fatalities and serious injuries for all users.

- **Active Transportation:** Projects identified by project sponsors as being focused primarily on people walking or bicycling (greater than 50% of the project's investment supports people walking or bicycling). This also measures the total investments included in the TIP that support bicycle or pedestrian travel, regardless of the project's primary purpose.

Reduce Climate Emissions

Projects that advance the goal of reducing climate emissions improve the health and safety of Bay Area residents and the environment. Projects supporting this strategy are defined by:

- **Climate & Air Quality:** Projects funded with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP), state California Air Resources Board (CARB) or regional Transportation for Clean Air (TFCA) grants, or are listed in MTC's Climate Initiatives Program.

Limitations

As a regional analysis, the methods used in the TIP investment analysis have several limitations. The most significant limitation is that the analysis does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations. Other limitations are:

- ***TIP is a snapshot in time:*** It is important to re-emphasize that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As discussed in the introduction, the TIP only includes four years of near-term fund programming, compared to the 30 years forecast in PBA 2050. Also, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual expected completion dates of the project phase. While rehabilitation programs will typically have their funding spread across many years, large capital projects tend to have their funding lumped into a single year in the TIP, even if the funds will actually be spent over a number of years, some of which may be outside the 4-year period of the TIP.
- ***Notes on assumptions:*** The analysis assumes that mode choice and system usage remain constant over time. System expansion, such as a new transit line or highway, and changing conditions, such as improvements to reliability and travel costs, tend to influence travel behavior over time. Notably, the substantial travel behavior impacts related to the COVID-19 pandemic are not included in this analysis due to data availability limitations. This analysis assumes that the usage derived in the recent travel survey and transit passenger surveys remains static over time. Any long-term impacts to travel patterns due to COVID-19 will be reflected in future TIP analyses once updated data becomes available.

The classification of investments into either roadway or transit investments also presents some limitations. For example, classifying a pavement rehabilitation project as strictly roadway does not account for the benefit to the region's transit vehicles that share the street with private automobiles.

- ***Mapping limitations:*** Mapping projects provides a visual representation of the location of projects in relation to EPCs. However, project mapping presents certain limitations. First, not all significant regional investments are mappable. For example, a substantial share of total funding in the TIP is dedicated to transit operators for ongoing maintenance and rehabilitation of their entire system, which cannot be represented as a simple point or line on a map in relation to a specific community. Second, displaying investments on a map does not translate into a direct

benefit or burden for the surrounding communities. Given these limitations, the mapping analysis provides a qualitative, rather than quantitative, assessment of the spatial distribution of mappable projects included in the TIP.

- **Funding and project types:** Given the document's federal focus, the investments reflected in the TIP represent less than a quarter of all transportation investments in the Bay Area in a given year. As a result, the investment analysis does not capture the equity implications of many locally funded projects. Local projects tend to be smaller, in both geography and scope, but collectively, these projects are expected to have a significant impact on travel behaviors and experiences throughout the region.
- **Demographic data:** Although more recent demographic data is available, this analysis uses demographic data from the 2019 One-Year American Community Survey and Public Use Microdata Samples in order to better mirror the most up to date travel data. Travel pattern data sources used in the analysis include the Bay Area Travel Survey (BATS) (2018-19), the MTC Transit Passenger Demographic Survey (2014-19), and BART Customer Satisfaction Survey (2018). All data used in the analysis is pre-COVID. Any long-term impacts to the region's demographics and travel behavior will be reflected in future TIP analyses, once updated data becomes available across all datasets.

The 2025 TIP Investment Analysis includes an analysis of investments benefiting seniors. Unfortunately, a similar analysis for persons with disabilities is not included due to sample size limitations of the BATS, and lack of data from the transit passenger demographic survey. However, a qualitative discussion of regional transportation investments that benefit persons with disabilities is included in the following section.

Analysis Results & Discussion

Population Use-Based Results

The population use-based analysis is divided into three focus areas: income, race/ethnicity, and seniors. Additional information is also provided at the end of this section on regional efforts and initiatives to support and better understand the transportation needs of residents with transportation-related disabilities.

Investments by Income

Bay Area residents living in low-income households, earning less than \$50,000 per year, account for about a fifth of all trips (19%) in the region.

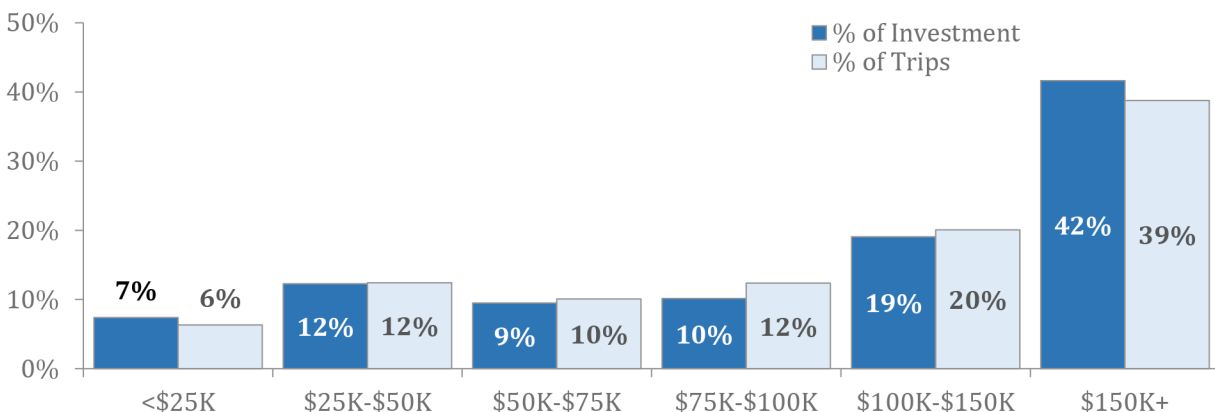
In the 2025 TIP, 20%, or more than \$2.3 billion, is directed to projects supporting trips made by residents from low-income households. The share of these investments supporting low-income trips exceeds the share of trips made by persons from low-income households by approximately 1%. See Table 7 and Figure 5 for additional detail.

Table 7. 2025 TIP Investments and Trips by Income

| Income | TIP Investments (in billions) | Percent of Investment | Percent of Trips |
|-----------------------|----------------------------------|--------------------------|---------------------|
| Low-Income | \$2.3 | 20% | 19% |
| <\$25,000 | \$0.9 | 7% | 6% |
| \$25,000 - \$49,999 | \$1.5 | 12% | 12% |
| Not Low-Income | \$9.5 | 80% | 81% |
| \$50,000 - \$74,999 | \$1.1 | 9% | 10% |
| \$75,000 - \$99,999 | \$1.2 | 10% | 12% |
| \$100,000 - \$149,999 | \$2.3 | 19% | 20% |
| \$150,000+ | \$4.9 | 42% | 39% |
| Total | \$11.8 | 100% | 100% |

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

Figure 5. 2025 TIP Investments and Trips by Income Category



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

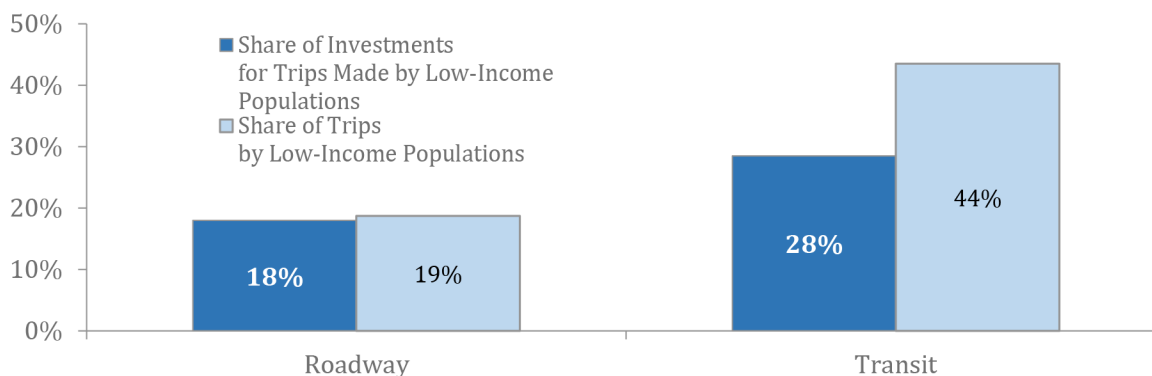
The share of investments directed to roadway projects supporting the travel of low-income populations is roughly equivalent to their share of roadway trips. However, the share of transit investments in the 2025 TIP supporting transit trips made by residents from low-income households (28%) falls significantly below the share of transit trips made by low-income households (44%). See Table 8 and Figure 6. This difference between transit ridership from low-income households and investments in the 2025 TIP are discussed in the Key Findings section of this report.

Table 8. 2025 TIP Investments and Low-Income Trips, by Mode

| Income | Share of TIP Roadway Investments | Share of Roadway Trips | Share of TIP Transit Investments | Share of Transit Trips |
|----------------|----------------------------------|------------------------|----------------------------------|------------------------|
| Low-Income | 18% | 19% | 28% | 44% |
| Not Low-Income | 82% | 81% | 72% | 56% |
| Total | 100% | 100% | 100% | 100% |

Sources: 2018-19 Bay Area Travel Survey, 2014-19 MTC Transit Passenger Demographic Survey, 2018 BART Customer Satisfaction Survey, 2025 TIP

Figure 6. 2025 TIP Investments and Low-Income Trips, by Mode



Sources: 2018-19 Bay Area Travel Survey, 2014-19 MTC Transit Passenger Demographic Survey, 2018 BART Customer Satisfaction Survey, 2025 TIP

Investments by Race/Ethnicity

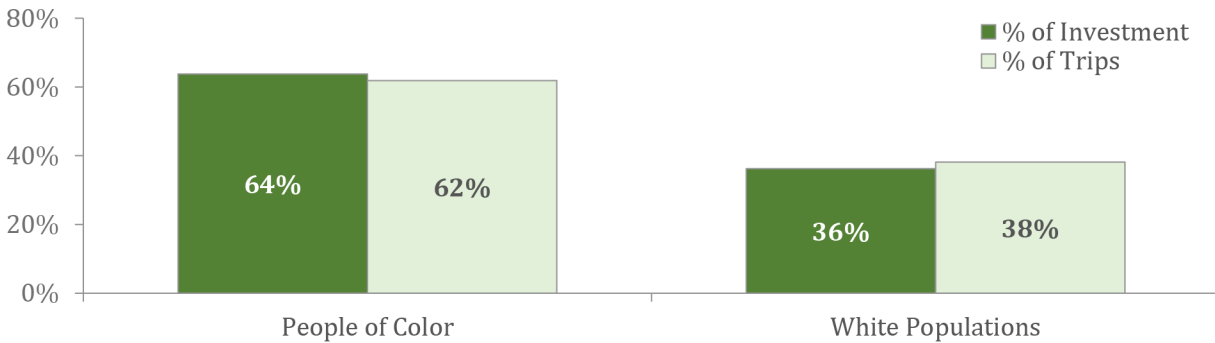
People of color account for 62% of all trips in the Bay Area. The share of transportation investments in the 2025 TIP that support trips made by people of color (64%) is greater than the share of trips taken by households of color. See Table 9 and Figure 7.

Table 9. 2025 TIP Investments and Trips by Race/Ethnicity

| Race/Ethnicity | TIP | | |
|-------------------|------------------------------------|-----------------------|------------------|
| | Investments by Trips (in billions) | Percent of Investment | Percent of Trips |
| People of Color | \$7.5 | 64% | 62% |
| White Populations | \$4.3 | 36% | 38% |
| Total | \$11.8 | 100% | 100% |

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

Figure 7. 2025 TIP Investments and Trips by Race/Ethnicity



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

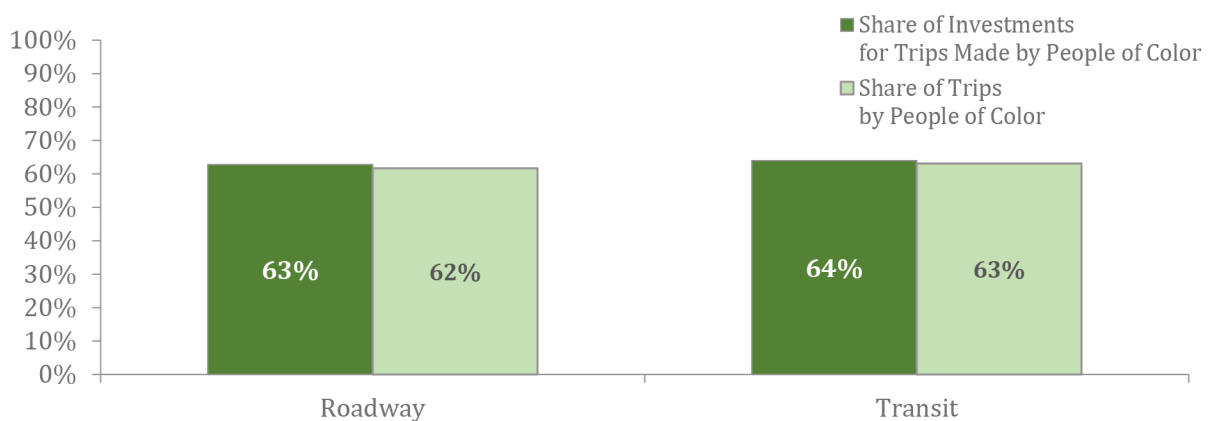
Nearly two-thirds of roadway trips (62%) and (63%) transit trips in the Bay Area are taken by people of color. The share of investments in the 2025 TIP that supports these trips exceed these shares. See Table 10 and Figure 8.

Table 10. 2025 TIP Investments and Trips by People of Color, by Mode

| Race/Ethnicity | Share of TIP Transit Investments | Share of Transit Trips | Share of TIP Roadway Investments | Share of Roadway Trips |
|-------------------|----------------------------------|------------------------|----------------------------------|------------------------|
| People of Color | 64% | 63% | 63% | 62% |
| White Populations | 72% | 56% | 82% | 81% |
| Total | 100% | 100% | 100% | 100% |

Sources: 2018-19 Bay Area Travel Survey, 2014-19 MTC Transit Passenger Demographic Survey, 2018 BART Customer Satisfaction Survey, 2025 TIP

Figure 8. 2025 TIP Investments and Trips by People of Color, by Mode



Sources: 2018-19 Bay Area Travel Survey, 2014-19 MTC Transit Passenger Demographic Survey, 2018 BART Customer Satisfaction Survey, 2025 TIP

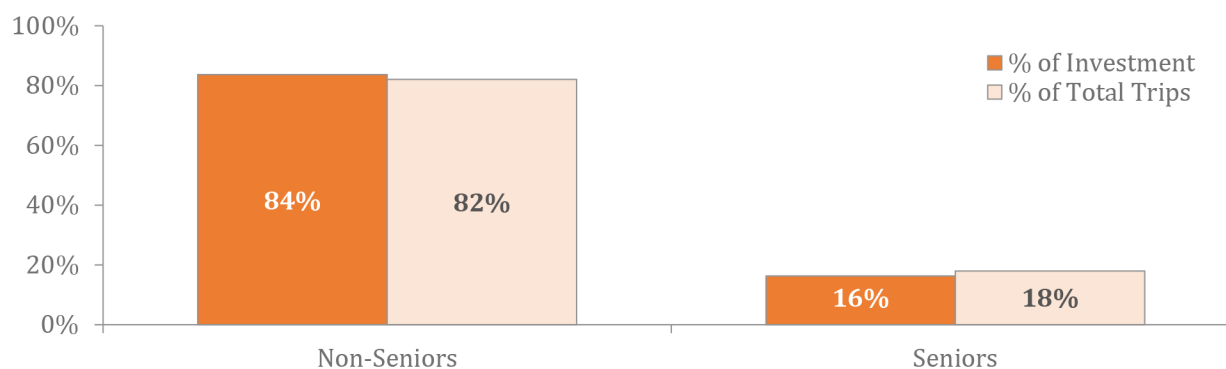
Seniors, defined for this analysis as persons over the age of 65, account for 16% of the region’s population. The share of transportation investments that support trips taken by seniors (16%) is slightly less than their share of trips (18%) (Table 11, Figure 9).

Table 11. 2025 TIP Investments and Trips by Seniors

| Population | TIP Investments by Trips (in billions) | Percent of Investment | Percent of Trips |
|-------------|--|--------------------------|---------------------|
| Seniors | \$1.9 | 16% | 18% |
| Non-Seniors | \$9.9 | 84% | 82% |
| Total | \$11.8 | 100% | 100% |

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

Figure 9. 2025 TIP Investments and Trips by Seniors



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

Given the limitations of the data available, a more detailed look at investments and trips by mode by age is not included in the population use-based analysis.

Persons with Transportation-Related Disabilities – Supplemental Information

Limitations in the data available make it difficult to quantify transportation system usage of persons with disabilities to the degree necessary for the population use-based analysis. However, transportation investments benefiting these populations are being made throughout the region. Below is an overview of regional investments and planning initiatives that support transportation for persons with disabilities. Appendix N to the 2025 TIP also includes a list of transit projects compliant with the Americans with Disabilities Act (ADA).

- Community-Based Transportation Plans (CBTPs) – A grant program that provides planning funds for developing transportation project recommendations for the region’s Equity Priority Communities (EPCs). Persons with disabilities are one of eight factors that are used to determine EPC designations. Between 2004 and 2021, forty-eight CBTPs were completed in partnership with these communities, with roughly six CBTPs currently in production and several more to soon be underway. The current \$3,000,000 funding cycle for CBTPs is set to last from Federal Fiscal Year (FFY) 2023 through FFY 2026.
- Community Action Resource and Empowerment (CARE) (formerly Lifeline Transportation Program) – Provides funds to address mobility needs of low-income residents, including seniors and individuals with disabilities. Funding is used to support projects from CBTPs and other

improvements to publicly available transportation projects. CARE funds projects serving EPCs to advance high priority project implementation through technical assistance, multi-sector partnership development, and capacity building. \$26 million is proposed for CBTPs and CARE for 4-years through the One Bay Area Grant (OBAG 3) and Regional Early Action Planning (REAP) 2 programs.

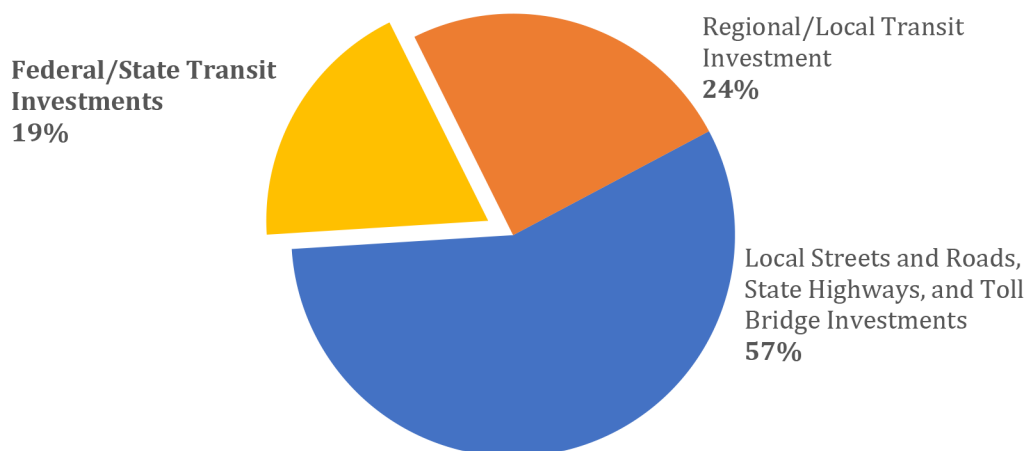
- FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities – Provides capital and operating grants to private, nonprofit and public agencies to improve mobility for seniors and individuals with disabilities by removing barriers to and expanding services. In the last round of funding (FFY 2022 and 2023), \$15 million in awards were made in the region's large urbanized areas. The region's small urbanized areas received \$3.6 million in awards.
- Transit Capital Priorities – Provides an ADA set aside of 10% of the FTA Section 5307 urbanized area apportionment. Operators may use this funding to defray the operating costs of their paratransit systems. Annually, this amounts to approximately \$30 million.
- State Transit Assistance (STA) – With the adoption of MTC Resolution No. 4321 in February 2018, 70% of all STA Population-Based funds now flow to each County Transportation Agency through the STA County Block Grant and 30% is directed to the Regional Program managed by MTC. Paratransit operations are an eligible use of the County Block Grant program.
- MTC's Coordinated Public Transit-Human Services Transportation Plan – Identifies the transportation needs of older adults, low-income populations and people with disabilities, and identifies funding priorities and coordination strategies for meeting these needs. The Coordinated Plan is intended to meet the federal planning requirements as well as to provide MTC and its regional partners with a “blueprint” for implementing a range of strategies to advance local efforts to improve transportation for transportation disadvantaged populations. MTC staff works with stakeholders throughout the region to gather input on transportation gaps, as well as solutions that are then eligible for federal funding through the Section 5310 program. The Coordinated Plan will be updated in 2024.
- Transformation Action Plan Accessibility Initiatives – Adopted in September 2021, MTC's Transit Transformation Action Plan includes several actions focused on improving accessibility for transit riders throughout the Bay Area. The [Access & Mobility Work Plan](#) includes the following action items:

| Action | Action Description |
|--------|--|
| 21 | Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the 2018 Coordinated Plan. |
| 22 | Fund additional subregional one seat paratransit ride pilot projects and develop cost-sharing policies for cross jurisdictional paratransit trips. |
| 23 | Identify the next steps for the full integration of ADA-paratransit services on Clipper Next Generation. |
| 24 | Identify key paratransit challenges and recommend reforms through the Coordinated Plan update. |
| 25 | Adopt standardized eligibility practices for programs that benefit people with disabilities (paratransit and Clipper RTC). |

Disparate Impact Analysis

The second component of the investment analysis includes a closer look at federal and state investments in public transportation. The federal and state funding sources for transit account for only a small portion (19%) of funding in the 2025 TIP, as illustrated in Figure 7.

Figure 7. 2025 TIP Transit Investments from Federal/State Sources as a Share of All Investments



Source: 2025 TIP

Although only 24% of the TIP is made up of regional or local investments in public transit, it is important to note that a substantial share of total funding dedicated to transit operators for ongoing operations and maintenance is not included in the TIP. This funding comes from state, regional and local sources and may not be captured in the TIP as these projects and programs do not typically require a federal action.

The disparate impact analysis indicates that the share of federal and state transit investments distributed to transit service supporting people of color (63%) is equivalent to their respective share of regional transit ridership (63%) (Table 12).

Table 12. 2025 TIP Federal/State Transit Investments by Race/Ethnicity

| Race/Ethnicity | Federal/State Transit Investments (in millions) | Percent of Total Federal/State Transit Funding | Percent of Regional Ridership |
|-------------------|--|--|-------------------------------------|
| People of Color | \$1,386 | 63% | 63% |
| White Populations | \$801 | 37% | 37% |
| Total | \$2,188 | 100% | 100% |

Sources: 2014-19 MTC Transit Passenger Demographic Survey, 2018 BART Customer Satisfaction Survey, 2025 TIP

Investments distributed on a per transit rider basis indicate that people of color in the region are attributed \$1,313 in benefits per rider, slightly exceeding the \$1,298 in benefits per transit rider for white populations (or 101% of the benefits received by white populations) (Table 13).

Table 13. 2025 TIP Federal/State Transit Investments, Disparate Impact Analysis by Boardings

| Race/Ethnicity | Federal/State Transit Investments (in millions) | Average Daily Transit Ridership (2014-19) | Per-Rider Benefit | Per Rider Benefit for People of Color as a % of Per Rider Benefit for White Populations |
|-----------------------|--|--|------------------------------|--|
| People of Color | \$1,386 | 1,056,083 | \$1,313 | 101% |
| White Populations | \$801 | 617,342 | \$1,298 | N/A |
| Total | \$2,188 | 1,673,425 | \$6,195 | N/A |

Sources: 2014-19 MTC Transit Passenger Demographic Survey, 2018 BART Customer Satisfaction Survey, 2025 TIP

Transportation Equity Measures

Build a Next-Generation Transit Network

Projects in the 2025 TIP that contribute towards the region's next-generation transit network are identified in this analysis as transit system expansion projects.

Approximately \$5.3 billion in 2025 TIP investments support the regional goal to build a next-generation transit network (Table 14). These funds span just 16 projects, with two large rail projects representing a majority of the investment:

- \$3.6 billion for VTA's BART Berryessa to San Jose Extension
- \$364 million for TBJPA's Transbay Terminal and Caltrain Downtown Extension Phase 2

Table 14. 2025 TIP Transit System Expansion

| Operator | Projects | Investment (in millions) |
|----------------|-----------|-----------------------------|
| ACE/SJRC | 2 | \$23 |
| BART | 3 | \$3,890 |
| Caltrain | 1 | \$2 |
| ECCTA | 1 | \$4 |
| SFMTA | 2 | \$26 |
| SMART | 1 | \$10 |
| VTA | 1 | \$115 |
| WETA | 2 | \$28 |
| Regional/Other | 6 | \$373 |
| Total | 16 | \$5,312 |

Maintain and Optimize the Existing System

Projects that support the regional strategy to maintain and optimize the existing system include projects which improve pavement and bridge conditions, maintain transit state of good repair, reduce congestion, and increase system reliability. This equity measure excludes projects with the primary purpose of expanding capacity.

- **Pavement and Bridge Rehabilitation:** In the 2025 TIP, more than \$2.9 billion is invested in 31 projects to rehabilitate and preserve existing roads and bridges (Table 15). The majority of these investments are captured within three consolidated regional listings:
 - \$1.4 billion for various State Highway Operation and Protection Program (SHOPP) roadway preservation projects
 - \$540 million for various SHOPP bridge rehabilitation and reconstruction projects
 - \$415 million for various local bridge rehabilitation and reconstruction projects within the Local Highway Bridge Program

Table 15. 2025 TIP Pavement & Bridge Rehabilitation

| County | Projects | Investment (in millions) |
|---------------|-----------|-----------------------------|
| Alameda | 14 | \$53 |
| Contra Costa | 0 | \$0 |
| Marin | 1 | \$51 |
| Napa | 1 | \$2 |
| San Francisco | 2 | \$128 |
| San Mateo | 1 | <\$1 |
| Santa Clara | 1 | \$4 |
| Solano | 1 | \$189 |
| Sonoma | 1 | \$3 |
| Regional | 9 | \$2,517 |
| Total | 31 | \$2,947 |

- Transit Asset Management:** The 2025 TIP include 18 projects, totaling over \$400 million, to maintain transit assets in a state of good repair (Table 16). Note: Additional Transit Capital Program revenues are anticipated to be reflected in the 2025 TIP in the coming months, which will have a substantial effect on the total number of projects and the investment levels for transit asset management.

Table 16. 2025 TIP Transit Asset Management

| Transit Operator | Projects | Investment (in millions) |
|------------------|-----------|--------------------------|
| ACE/SJRC | 1 | <\$1 |
| BART | 8 | \$321 |
| GGBHTD | 1 | \$8 |
| MCTD | 3 | <\$1 |
| SFMTA | 2 | \$84 |
| WETA | 3 | \$22 |
| Total | 18 | \$434 |

- Congestion Reduction/System Reliability Improvements:** More than \$750 million in the 2025 TIP is devoted to 45 projects that reduce congestion and improve system reliability (Table 17). Major investments within this category include:
 - \$148 million for various SHOPP Mobility Program projects
 - \$119 million for ACTC's Oakland/Alameda Access project
 - \$84 million for VTA's I-280/Wolfe Road Interchange Improvement
 - 44 million for SFCTA's Yerba Buena Island (YBI) Ramp Improvements
 - \$25 million for CCTA's Innovate 680: Coordinated Adaptive Ramp Metering, Phase 1

Table 17. 2025 TIP Congestion Reduction/System Reliability Improvements

| County | Projects | Investment (in millions) |
|---------------|-----------|--------------------------|
| Alameda | 11 | \$213 |
| Contra Costa | 11 | \$70 |
| Marin | 0 | \$0 |
| Napa | 2 | \$9 |
| San Francisco | 2 | \$45 |
| San Mateo | 2 | \$26 |
| Santa Clara | 6 | \$116 |
| Solano | 1 | <\$1 |
| Sonoma | 0 | \$0 |
| Regional | 10 | \$277 |
| Total | 45 | \$757 |

Create Healthy and Safe Streets

Projects with the primary purpose of improving transit or roadway safety, as well as projects anticipated to result in significant reductions in serious injuries and/or fatalities on the transportation system, are expected to support the region strategy to create healthy and safe streets. In addition, projects that support active transportation through bicycle and/or pedestrian elements also advance this strategy.

- Roadway Safety Improvements:** The 2025 TIP includes more than \$2.2 billion in funding for 139 roadway safety projects (Table 18). It is important to note that many other projects in the 2025 TIP are anticipated to have a moderate or slight positive impact on transportation safety. However, this analysis focused on projects that are identified by project sponsors as having the primary purpose of improving roadway safety or are otherwise anticipated to significantly reduce fatalities and serious injuries due to traffic collisions.

Major roadway safety investments in the 2025 TIP include:

- \$372 million for San Francisco’s Hunters Point Shipyard and Candlestick Pt Local Roads
- \$141 million for various SHOPP Collision Reduction projects
- \$93 million for Oakland’s West Oakland Howard Terminal Downtown project
- \$80 million for Mountain View’s Rengstorff Ave Grade Separation project

The majority of roadway safety investments in the 2025 TIP are anticipated to significantly reduce fatalities and serious injuries specifically for people walking and bicycling, including over \$1.3 billion towards 90 projects across all nine Bay Area counties (Table 19). In addition to projects previously mentioned, other large bicycle/pedestrian safety projects include:

- \$89 million for ACTC’s East Bay Greenway, Phase 1 Lake Merritt-Bayfair
- \$44 million for San Francisco’s Howard Streetscape Improvement project
- \$17 million for various local projects within the Highway Safety Improvement Program (HSIP)

- **Bicycle and Pedestrian Investments:** Approximately \$980 million is dedicated to active transportation projects in the 2025 TIP, comprised of 113 projects primarily focused on bicycle and/or pedestrian elements (Table 20). Some of the larger bicycle and pedestrian projects include:

- \$45 million for San Jose’s Story Keyes Complete Streets
- \$39 million for VTA’s Bascom Avenue Complete Streets
- \$34 million for ACTC’s San Pablo Ave Safety Enhancements
- \$30 million for MTC’s West Oakland Link project
- \$27 million for Napa Valley Vine Trail Coalition’s Napa Valley Vine Trail -Yountville to St Helena

Table 18. 2025 TIP Roadway Safety Improvements

| County | Projects | Investment (in millions) |
|---------------|------------|--------------------------|
| Alameda | 53 | \$836 |
| Contra Costa | 25 | \$150 |
| Marin | 1 | \$5 |
| Napa | 4 | \$10 |
| San Francisco | 7 | \$503 |
| San Mateo | 10 | \$62 |
| Santa Clara | 21 | \$233 |
| Solano | 7 | \$46 |
| Sonoma | 7 | \$60 |
| Regional | 4 | \$383 |
| Total | 139 | \$2,288 |

Table 19. 2025 TIP Bicyclist/ Pedestrian Safety Improvements

| County | Projects | Investment (in millions) |
|---------------|-----------|--------------------------|
| Alameda | 47 | \$673 |
| Contra Costa | 10 | \$61 |
| Marin | 1 | \$2 |
| Napa | 3 | \$8 |
| San Francisco | 4 | \$463 |
| San Mateo | 8 | \$33 |
| Santa Clara | 12 | \$50 |
| Solano | 1 | \$10 |
| Sonoma | 2 | \$5 |
| Regional | 2 | \$28 |
| Total | 90 | \$1,333 |

Many projects in the TIP that are focused on other modes or purposes also include improvements that benefit bicyclists or pedestrians, such as a pavement rehabilitation project that includes adding a new bike lane. Project sponsors report the share of each project’s total project cost that can be attributed to the various modes that will benefit from the project. Table 20 displays county and regional investments in bike/pedestrian projects as well as the total dollars invested on all projects that are anticipated to benefit bicyclists and pedestrians over the four-year TIP period.

Table 20. 2025 TIP Bicyclist/ Pedestrian Safety Improvements

| County | Bicycle & Pedestrian Projects | Investment (in millions) | Projects with Bike/Ped Elements | Investment (in millions) |
|---------------|-------------------------------|--------------------------|---------------------------------|--------------------------|
| Alameda | 33 | \$469 | 68 | \$466 |
| Contra Costa | 22 | \$100 | 32 | \$115 |
| Marin | 4 | \$14 | 4 | \$10 |
| Napa | 4 | \$31 | 6 | \$32 |
| San Francisco | 5 | \$86 | 9 | \$255 |
| San Mateo | 10 | \$39 | 12 | \$52 |
| Santa Clara | 22 | \$190 | 35 | \$204 |
| Solano | 5 | \$19 | 8 | \$23 |
| Sonoma | 7 | \$26 | 10 | \$30 |
| Regional | 1 | \$4 | 5 | \$12 |
| Total | 113 | \$977 | 189 | \$1,200 |

Reduce Climate Emissions

Projects funded with air quality funds and projects prioritized in MTC’s One Bay Area Grant (OBAG) Climate Initiatives Program are expected to improve air quality and reduce greenhouse gas emissions through promoting cleaner technologies, alternative modes of transportation, or compact development.

Over \$200 million in air quality and climate specific funding is included in the 2025 TIP, contributing to 49 projects (Table 21) distributed over all nine Bay Area counties. The largest climate specific funds programmed to projects in this category include:

- \$28 million for CCTA’s Countywide Smart Signals program
- \$30 million for various projects within the Bus Accelerated Infrastructure Delivery (BusAID) program
- \$14 million for MTC’s 511 Next Gen Traveler Information
- \$10 million for MTC’s Regional Transit Mapping and Wayfinding project

Table 21. 2025 TIP Climate & Air Quality Investments

| County | Projects | Investment (in millions) |
|---------------|-----------|--------------------------|
| Alameda | 12 | \$50 |
| Contra Costa | 6 | \$34 |
| Marin | 1 | \$3 |
| Napa | 3 | \$4 |
| San Francisco | 6 | \$26 |
| San Mateo | 1 | \$3 |
| Santa Clara | 8 | \$33 |
| Solano | 4 | \$5 |
| Sonoma | 1 | \$3 |
| Regional | 7 | \$57 |
| Total | 49 | \$219 |

Appendix E.

Projects Being Archived Since 2023 TIP Approval

List of Projects Archived Since 2023 TIP Adoption

| TIP ID | Sponsor | Project Name | Total Project Cost | Description of Change |
|---------------|--|--|---------------------------|--|
| ALA190025 | Bay Area Rapid Transit District (BART) | BART: COVID-19 Emergency Transit Operations | \$ 1,338,028,993.00 | Archive project as it has been completed |
| SF-190007 | San Francisco Municipal Transport Agency (SFMTA) | SFMTA: COVID-19 Emergency Transit Operations | \$ 1,251,235,925.00 | Archive project as all funding has been obligated |
| REG050020 | Bay Area Rapid Transit District (BART) | BART Car Exchange (Preventive Maintenance) | \$ 674,384,612.00 | Archive project as all funding has been obligated |
| SCL190038 | Santa Clara Valley Transportation Authority (VTA) | VTA: COVID-19 Emergency Transit Operations | \$ 309,345,613.00 | Archive project as it has been completed |
| ALA190023 | Alameda Contra Costa Transit District (AC Transit) | AC Transit: COVID-19 Emergency Transit Operations | \$ 286,048,298.00 | Archive project as it has been completed |
| REG110030 | Caltrain | Caltrain Positive Train Control System | \$ 258,100,000.00 | Archive project as it has been completed |
| SCL090040 | Santa Clara Valley Transportation Authority (VTA) | LRT Extension to Vasona Junction and Double Track | \$ 256,000,000.00 | Archive project as it will not be carried over into the 2025 TIP |
| SF-170004 | San Francisco Municipal Transport Agency (SFMTA) | SFMTA: Replacement of 40' Trolley Coaches | \$ 249,813,191.00 | Archive project as all funding has been obligated |
| ALA150001 | Alameda County Transportation Commission (ACTC) | Rte 84 Widening, south of Ruby Hill Dr to I- 680 | \$ 244,100,000.00 | Archive project as all funding has been obligated |
| SF-070005 | San Francisco Municipal Transport Agency (SFMTA) | Van Ness Avenue Bus Rapid Transit | \$ 230,174,314.00 | Archive project as all funding has been obligated |
| MRN190014 | Golden Gate Bridge, Highway and Transit District | GGBHTD: COVID-19 Emergency Transit Operations | \$ 212,882,536.00 | Archive project as it has been completed |
| ALA130034 | Alameda County Transportation Commission (ACTC) | I-680 NB HOV/HOT Lane | \$ 198,198,000.00 | Archive project as it has been completed |
| SM-190011 | Caltrain | Caltrain: COVID-19 Emergency Transit Operations | \$ 188,493,697.00 | Archive project as it has been completed |
| ALA170044 | Bay Area Rapid Transit District (BART) | Bay Fair Connection | \$ 150,000,000.00 | Archive project as it will not be carried over into the 2025 TIP |
| ALA050019 | Alameda County Transportation Commission (ACTC) | I-880 North Safety Improvements | \$ 108,630,000.00 | Archive project as it has been completed |
| MRN150009 | Metropolitan Transportation Commission (MTC) | Richmond-San Rafael Bridge Access Improvements | \$ 94,286,000.00 | Archive project as all funding has been obligated |
| SM-190010 | San Mateo County Transit District (SAMTRANS) | SamTrans: COVID-19 Emergency Transit Operations | \$ 89,434,052.00 | Archive project as it has been completed |
| MRN030010 | Golden Gate Bridge, Highway and Transit District | GGBHTD: Fixed Guideway Connectors | \$ 66,545,992.00 | Archive project as it has been completed |
| VAR190008 | Water Emergency Transportation Authority (WETA) | WETA: COVID-19 Emergency Transit Operations | \$ 61,915,324.00 | Archive project as it has been completed |
| ALA170055 | Bay Area Rapid Transit District (BART) | 19th Street BART Station Modernization-GO Uptown | \$ 61,139,944.00 | Archive project as it has been completed |
| SCL090044 | Santa Clara Valley Transportation Authority (VTA) | VTA: TP OCS Rehab & Replacement | \$ 49,209,940.00 | Archive project as all funding has been obligated |
| SF-030013 | San Francisco Municipal Transport Agency (SFMTA) | SFMTA: Wayside Fare Collection Equipment | \$ 43,878,241.00 | Archive project as all funding has been obligated |
| MRN990017 | Golden Gate Bridge, Highway and Transit District | GGBHTD: Ferry Channel and Berth Dredging | \$ 41,589,652.00 | Archive project as it has been completed |
| SCL050083 | San Jose | Coyote Creek Trail (Hwy 237-Story Rd) | \$ 41,582,631.00 | Archive project as it has been completed |
| ALA170087 | Alameda County Transportation Commission (ACTC) | Freight Intelligent Transportation System (FITS) | \$ 41,201,364.00 | Archive project as it has been completed |
| SF-210003 | San Francisco Municipal Transport Agency (SFMTA) | San Francisco - Folsom Streetscape | \$ 36,815,238.00 | Archive project as all funding has been obligated |
| ALA170081 | Alameda Contra Costa Transit District (AC Transit) | AC Transit:AC Transit: Replace 50 40-ft Diesels | \$ 28,887,533.00 | Archive project as it has been completed |
| SOL110005 | Solano Transportation Authority (STA) | Jepson: Leisure Town Road from Vanden to Commerce | \$ 28,068,400.00 | Archive project as all funding has been obligated |
| CC-99T001 | Central Contra Costa Transit Agency (CCCTA) | CCCTA: ADA Paratransit Assistance | \$ 25,456,816.00 | Archive project as it has been completed |
| SM-090004 | Brisbane | US 101/Candlestick I/C Reconfiguration | \$ 25,000,000.00 | Archive project as it has been completed |
| SON190010 | Sonoma Marin Area Rail Transit (SMART) | SMART: COVID-19 Emergency Transit Operations | \$ 24,003,923.00 | Archive project as it has been completed |
| REG170014 | Metropolitan Transportation Commission (MTC) | Active Operations Management | \$ 23,937,000.00 | Archive project as all funding has been obligated |
| CC-230201 | Central Contra Costa Transit Agency (CCCTA) | CCCTA - Replace Diesel Buses | \$ 22,560,000.00 | Archive project as it has been completed |
| CC-190013 | Central Contra Costa Transit Agency (CCCTA) | CCCTA: COVID-19 Emergency Transit Operations | \$ 22,154,318.00 | Archive project as it has been completed |
| SF-190013 | San Francisco Municipal Transport Agency (SFMTA) | SFMTA Zero Emission Bus Procurement | \$ 21,225,000.00 | Archive project as all funding has been obligated |
| SCL210009 | Santa Clara Valley Transportation Authority (VTA) | Guadalupe Signal Improvements/SCADA System Repl | \$ 20,934,125.00 | Archive project as all funding has been obligated |
| MRN190013 | Marin County Transit District | Marin Transit: COVID-19 Emergency Transit Ops | \$ 20,420,785.00 | Archive project as it has been completed |
| SCL210201 | Santa Clara Valley Transportation Authority (VTA) | VTA ZEB Transition On-Route Charging Pilot | \$ 19,486,000.00 | Archive project as all funding has been obligated |
| ALA190026 | Livermore Amador Valley Transit (LAVTA) | LAVTA: COVID-19 Emergency Transit Operations | \$ 16,904,566.00 | Archive project as it has been completed |
| SCL170001 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - Santa Clara | \$ 16,750,470.00 | Archive project as all funding has been obligated |
| REG170001 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - MTC | \$ 15,127,000.00 | Archive project as all funding has been obligated |
| REG090051 | Caltrain | Caltrain: Revenue Vehicle Rehab Program | \$ 14,846,186.00 | Archive project as it has been completed |
| SF-170014 | San Francisco Municipal Transport Agency (SFMTA) | SF - Powell Street Safety Improvement | \$ 14,099,521.00 | Archive project as it has been completed |
| CC-190017 | Contra Costa Transportation Authority (CCTA) | CCTA Automated Driving System | \$ 14,046,000.00 | Archive project as it has been completed |
| SON190007 | SCT - Sonoma County Transit | Sonoma Co Transit: COVID-19 Emergency Transit Ops | \$ 13,609,710.00 | Archive project as it has been completed |
| CC-070046 | El Cerrito | El Cerrito del Norte Area TOD Complete Street Imps | \$ 13,467,460.00 | Archive project as all funding has been obligated |
| ALA170007 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - Alameda | \$ 13,343,159.00 | Archive project as all funding has been obligated |
| SF-170023 | San Francisco Municipal Transport Agency (SFMTA) | SF Safe Routes to School Non-Infrastructure | \$ 13,278,000.00 | Archive project as all funding has been obligated |

List of Projects Archived Since 2023 TIP Adoption

| TIP ID | Sponsor | Project Name | Total Project Cost | Description of Change |
|-----------|--|--|--------------------|---|
| REG190001 | Metropolitan Transportation Commission (MTC) | MTC: COVID-19 Emergency Transit Operations | \$ 12,884,193.00 | Archive project as it has been completed |
| MRN070006 | Novato | Novato Boulevard Widening, Diablo to Grant | \$ 12,650,085.00 | Archive project as it has been completed |
| MRN150015 | Golden Gate Bridge, Highway and Transit District | GGBHTD Ferry Propulsion Systems Replacement | \$ 12,419,433.00 | Archive project as it has been completed |
| SON190009 | Santa Rosa City Bus | SR CityBus: COVID-19 Emergency Transit Operations | \$ 11,698,461.00 | Archive project as it has been completed |
| CC-190014 | Eastern Contra Costa Transit Authority (Tri Delta) | ECCTA: COVID-19 Emergency Transit Operations | \$ 11,386,172.00 | Archive project as it has been completed |
| ALA170077 | East Bay Regional Park District (EBRPD) | Doolittle Drive Bay Trail | \$ 11,100,000.00 | Archive project as it has been completed |
| ALA190024 | San Joaquin Regional Rail Commission (SJRRRC) | ACE: COVID-19 Emergency Transit Operations | \$ 10,536,262.00 | Archive project as it has been completed |
| CC-190015 | Western Contra Costa Transit Authority (WestCAT) | WCCTA: COVID-19 Emergency Transit Operations | \$ 10,379,738.00 | Archive project as it has been completed |
| NAP190005 | Napa Valley Transportation Authority | NVTA: COVID-19 Emergency Transit Operations | \$ 10,001,783.00 | Archive project as it has been completed |
| SOL190021 | SolTrans - Solano County Transit | SolTrans: COVID-19 Emergency Transit Operations | \$ 9,624,123.00 | Archive project as it has been completed |
| SCL170028 | Los Gatos | Los Gatos Creek Trail to Hwy 9 Trailhead Connector | \$ 9,482,239.00 | Archive project as it has been completed |
| SOL190017 | SolTrans - Solano County Transit | SolTrans Electric Bus Charging Infrastructure | \$ 9,169,069.00 | Archive project as all funding has been obligated |
| SOL170001 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - Solano | \$ 9,059,181.00 | Archive project as all funding has been obligated |
| SON170001 | Windsor | Windsor River Road/Windsor Road Intersection Imps | \$ 8,642,000.00 | Archive project as it has been completed |
| SF-170002 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - SF County | \$ 8,588,024.00 | Archive project as all funding has been obligated |
| SM-170002 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - San Mateo | \$ 7,875,181.00 | Archive project as all funding has been obligated |
| ALA150039 | Alameda Contra Costa Transit District (AC Transit) | AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB | \$ 7,710,000.00 | Archive project as it has been completed |
| SOL190020 | Fairfield | Fairfield: COVID-19 Emergency Transit Operations | \$ 7,591,048.00 | Archive project as it has been completed |
| NAP130006 | American Canyon | Devlin Road and Vine Trail Extension | \$ 7,568,000.00 | Archive project as it has been completed |
| MRN150010 | Marin County Transit District | MCTD - Relocate Transit Maintenance Facility | \$ 7,522,249.00 | Archive project as it has been completed |
| CC-170004 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - CC County | \$ 7,375,553.00 | Archive project as all funding has been obligated |
| SON170002 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - Sonoma | \$ 7,180,181.00 | Archive project as all funding has been obligated |
| SF-190009 | Transbay Joint Powers Authority (TBJPA) | TJPA: COVID-19 Emergency Transit Operations | \$ 6,870,761.00 | Archive project as it has been completed |
| SCL110099 | Santa Clara Valley Transportation Authority (VTA) | VTA: Light Rail Bridge and Structure - SG Repair | \$ 6,730,000.00 | Archive project as all funding has been obligated |
| ALA170064 | Oakland | Oakland Various Streets Improvements | \$ 6,165,200.00 | Archive project as it has been completed |
| NAP110026 | Napa County | Hardin Rd Bridge Replacement - 21C0058 | \$ 6,100,000.00 | Archive project as it will not be carried over into the 2025 TIP |
| NAP110027 | Napa County | Loma Vista Dr Bridge Replacement - 21C0080 | \$ 6,100,000.00 | Archive project as it will not be carried over into the 2025 TIP |
| MRN210005 | Marin County Transit District | MCTD: Replace 35ft Hybrid Vehicles | \$ 6,069,000.00 | Archive project as it has been completed |
| CC-110082 | Bay Area Rapid Transit District (BART) | Walnut Creek BART TOD Access Improvements | \$ 5,750,000.00 | Archive project as it has been completed |
| SCL150001 | Santa Clara Valley Transportation Authority (VTA) | I-680 Soundwalls - Capitol Expwy to Mueller Ave | \$ 5,631,700.00 | Archive project as it has been completed |
| VAR190002 | Bay Area Rapid Transit District (BART) | BART: TOD Implementation | \$ 5,542,000.00 | Archive as the project as all funding has been obligated |
| SM-130032 | San Mateo County | Midcoast Multi-Modal Trail | \$ 5,410,000.00 | Archive project as it has been completed |
| CC-170039 | Concord | Monument Boulevard Class I Path | \$ 5,329,000.00 | Archive project as it has been completed |
| MRN170001 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - Marin | \$ 5,175,181.00 | Archive project as all funding has been obligated |
| ALA170010 | Alameda County Transportation Commission (ACTC) | I-880 NB HOV/HOT: North of Hacienda to Hegenberger | \$ 5,000,000.00 | Archive project as it will not move forward as a federal project at this time |
| ALA210013 | Bay Area Rapid Transit District (BART) | East Bay Greenway Segment II | \$ 4,989,331.00 | Archive project as it has been completed |
| SON170006 | SCT - Sonoma County Transit | Sonoma County Transit: Replace 2009 CNG Buses | \$ 4,944,009.00 | Archive project as all funding has been obligated |
| ALA150047 | Oakland | Oakland: Telegraph Avenue Complete Streets | \$ 4,914,000.00 | Archive project as it has been completed |
| NAP170001 | Metropolitan Transportation Commission (MTC) | Regional Planning Activities and PPM - Napa | \$ 4,858,181.00 | Archive project as all funding has been obligated |
| CC-130003 | Contra Costa County | North Bailey Road Active Transportation Corridor | \$ 4,774,000.00 | Archive project as it will not move forward and will be deleted |
| SF-110005 | San Francisco Dept of Public Works (SFPD) | Great Highway Restoration | \$ 4,751,787.00 | Archive project as it has been completed |
| CC-170020 | Contra Costa County | Fred Jackson Way First Mile/Last Mile Connection | \$ 4,693,000.00 | Archive project as it has been completed |
| SCL210031 | Santa Clara Valley Transportation Authority (VTA) | VTA Network Switch Replacement Upgrade | \$ 4,600,000.00 | Archive project as all funding has been obligated |
| SOL170007 | Suisun City | McCoy Creek Trail - Phase 2 | \$ 4,287,000.00 | Archive project as it has been completed |
| SCL170024 | Sunnyvale | East Sunnyvale Area "Sense of Place" | \$ 3,856,900.00 | Archive project as it has been completed |
| SCL170050 | Santa Clara Valley Transportation Authority (VTA) | VTA: SCADA Control Center System Replacement | \$ 3,769,000.00 | Archive project as all funding has been obligated |
| SM-170016 | South San Francisco | SSF Grand Boulevard Complete Streets (Phase III) | \$ 3,534,000.00 | Archive project as it has been completed |
| SCL190039 | Santa Clara Valley Transportation Authority (VTA) | VTA: Facilities ADA Upgrades | \$ 3,200,000.00 | Archive project as all funding has been obligated |

List of Projects Archived Since 2023 TIP Adoption

| TIP ID | Sponsor | Project Name | Total Project Cost | Description of Change |
|-----------|---|--|--------------------|---|
| CC-210003 | Concord | East Downtown Concord PDA Access and SR2T | \$ 3,135,000.00 | Archive project as it has been completed |
| SOL170011 | Benicia | Benicia - Park Road Improvements | \$ 3,127,000.00 | Archive project as it will not move forward as a federal project at this time |
| SON170023 | Santa Rosa | Santa Rosa Pavement Rehab of Various Streets | \$ 3,071,338.00 | Archive project as it has been completed |
| CC-170038 | Walnut Creek | Ygancio Valley Road Rehabilitation | \$ 3,053,000.00 | Archive project as it has been completed |
| MRN170027 | Marin County | Wilson Hill Rd Rehab | \$ 3,000,000.00 | Archive project as it has been completed |
| SF-050014 | Bay Area Rapid Transit District (BART) | BART/MUNI Direct Connection Platform | \$ 3,000,000.00 | Archive project as it will not move forward as a federal project at this time |
| ALA210016 | Livermore Amador Valley Transit (LAVTA) | LAVTA Passenger Facilities Enhancements | \$ 2,863,000.00 | Archive project as it has been completed |
| SON190008 | Petaluma | Petaluma: COVID-19 Emergency Transit Operations | \$ 2,667,562.00 | Archive project as it has been completed |
| SCL190036 | Cupertino | McClellan Road Separated Bikeways (Phase 3) | \$ 2,500,000.00 | Archive project as it has been completed |
| SCL170059 | Sunnyvale | Sunnyvale Safe Routes to School Improvements | \$ 2,362,000.00 | Archive project as it has been completed |
| SCL190033 | Los Gatos | Shannon Road Complete Streets | \$ 2,308,230.00 | Archive project as it has been completed |
| SON210008 | Santa Rosa City Bus | Santa Rosa CityBus: ZEB Replacement | \$ 2,218,001.00 | Archive project as all funding has been obligated |
| SCL210032 | Santa Clara Valley Transportation Authority (VTA) | VTA Axle Press Replacement | \$ 2,170,375.00 | Archive project as all funding has been obligated |
| CC-210016 | Western Contra Costa Transit Authority (WestCAT) | WestCAT Purchase Intercity Buses | \$ 2,098,000.00 | Archive project as it has been completed |
| CC-170058 | Danville | Camino Ramon Improvements | \$ 2,083,371.00 | Archive project as it has been completed |
| SCL210022 | Metropolitan Transportation Commission (MTC) | Diridon Station Planning & Studies | \$ 2,000,000.00 | Archive as the project as all funding has been obligated |
| SCL210023 | Sunnyvale | Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps | \$ 1,911,000.00 | Archive project as it has been completed |
| SOL190022 | Vacaville | Vacaville: COVID-19 Emergency Transit Operations | \$ 1,789,887.00 | Archive project as it has been completed |
| ALA090022 | Alameda County | Estuary Bridges Seismic Retrofit and Repairs | \$ 1,762,000.00 | Archive project as it has been completed |
| MRN170005 | Marin County Transit District | MCTD: Replace Rural Cutaway Vehicles | \$ 1,702,000.00 | Archive project as it has been completed |
| MRN150011 | Marin County Transit District | MCTD- Replace Shuttle Vehicles | \$ 1,680,150.00 | Archive project as it has been completed |
| CC-210005 | Bay Area Rapid Transit District (BART) | Pittsburg/Bay Point BART Station Bike-Ped Imps | \$ 1,660,000.00 | Archive project as it has been completed |
| SM-210005 | San Mateo County | Broadmoor Safe Routes to School Ped Impvts | \$ 1,603,000.00 | Archive project as it has been completed |
| MRN190011 | Larkspur | Old Redwood Highway Multi-Use Path | \$ 1,400,000.00 | Archive project as it has been completed |
| SCL170031 | San Jose | Mt Pleasant Ped & Bike Traffic Safety Improvements | \$ 1,260,000.00 | Archive project as it has been completed |
| ALA170075 | San Leandro | San Leandro Washington Avenue Rehabilitation | \$ 1,185,000.00 | Archive project as it has been completed |
| SM-170041 | Brisbane | Crocker Trail Commuter Connectivity Upgrades | \$ 1,150,000.00 | Archive project as it has been completed |
| CC-210002 | Western Contra Costa Transit Authority (WestCAT) | WestCAT: Paratransit Revenue Vehicle Replacement | \$ 1,140,000.00 | Archive project as it has been completed |
| ALA190016 | Albany | Ohlone Greenway Trail Safety Improvements | \$ 1,133,000.00 | Archive project as it has been completed |
| SON210004 | Rohnert Park | Rohnert Park Pedestrian Safety Improvements | \$ 1,022,000.00 | Archive project as it has been completed |
| ALA170062 | Dublin | Dublin Blvd Rehabilitation | \$ 1,000,000.00 | Archive project as it has been completed |
| SCL190048 | Santa Clara Valley Transportation Authority (VTA) | VTA: Light Rail Station Rehabilitation | \$ 970,000.00 | Archive project as all funding has been obligated |
| ALA210030 | Bay Area Rapid Transit District (BART) | Macarthur Station Mobility Hub Improvements | \$ 927,171.00 | Archive project as it has been completed |
| NAP170004 | Napa Valley Transportation Authority | Napa County Safe Routes to Schools | \$ 911,000.00 | Archive project as all funding has been obligated |
| CC-170034 | Brentwood | Brentwood Various Streets and Roads Preservation | \$ 844,000.00 | Archive project as it has been completed |
| SCL170022 | Sunnyvale | Java Dr Road Diet and Bike Lanes | \$ 831,889.00 | Archive project as it has been completed |
| SCL210013 | San Jose | McKee-Julian Quick Strike Improvements | \$ 775,000.00 | Archive project as it has been completed |
| SOL190004 | Vallejo | Vallejo - Sacramento St Road Diet and Rehab | \$ 770,000.00 | Archive project as it has been completed |
| SCL210014 | San Jose | Bascom Avenue - Quick Strike Improvements | \$ 759,000.00 | Archive project as it has been completed |
| SON170022 | Sonoma (City) | Fryer Creek Pedestrian and Bicycle Bridge | \$ 724,992.00 | Archive project as it has been completed |
| CC-150009 | Contra Costa Transportation Authority (CCTA) | CCTA - Carshare 4 All | \$ 708,327.00 | Archive project as it has been completed |
| SCL170054 | Saratoga | Saratoga Village Crosswalks and Sidewalk Rehab | \$ 672,000.00 | Archive project as it has been completed |
| CC-170048 | Pinole | Pinole - San Pablo Avenue Rehabilitation | \$ 663,000.00 | Archive project as it has been completed |
| CC-170043 | Hercules | Hercules -Sycamore Pavement Rehabilitation | \$ 640,000.00 | Archive project as it has been completed |
| SOL170002 | SolTrans - Solano County Transit | SolTrans: Data Management Technology Enhancements | \$ 625,000.00 | Archive project as all funding has been obligated |
| CC-170056 | Richmond | Lincoln Elementary SRTS Pedestrian Enhancements | \$ 610,000.00 | Archive project as it has been completed |
| SCL210008 | Santa Clara Valley Transportation Authority (VTA) | VTA: Security Enhancement at Chaboya Parking Lot | \$ 600,000.00 | Archive project as all funding has been obligated |
| MRN210004 | Marin County Transit District | MCTD: Replace Paratransit Vehicles | \$ 515,000.00 | Archive project as it has been completed |

List of Projects Archived Since 2023 TIP Adoption

| TIP ID | Sponsor | Project Name | Total Project Cost | Description of Change |
|---------------|--|--|---------------------------|---|
| CC-210009 | Pinole | Safety Improvements at Appian Way and Marlesta Rd. | \$ 514,575.00 | Archive project as it has been completed |
| ALA170084 | Piedmont | Piedmont - Oakland Avenue Improvements | \$ 509,000.00 | Archive project as it has been completed |
| SON190011 | Santa Rosa | SantaRosa Downtown Comm Infrastructure Enhancement | \$ 452,000.00 | Archive project as it has been completed |
| CC-170047 | Clayton | Clayton Neighborhood Street Rehab | \$ 445,000.00 | Archive project as it has been completed |
| SCL210033 | Santa Clara Valley Transportation Authority (VTA) | VTA North Yard Tire Awning | \$ 400,000.00 | Archive project as all funding has been obligated |
| SOL190018 | Dixon | Dixon: COVID-19 Emergency Transit Operations | \$ 390,273.00 | Archive project as it has been completed |
| SON210003 | Healdsburg | Healdsburg Electric Bike Share | \$ 290,000.00 | Archive project as it has been completed |
| SOL190019 | Rio Vista | Rio Vista: COVID-19 Emergency Transit Operations | \$ 157,840.00 | Archive project as it has been completed |
| ALA130001 | Fremont | Kato Rd Complete Sts - Warren Ave to Milmont Dr | \$ - | Archive project as it will not move forward as a federal project at this time |
| ALA170008 | Alameda County Transportation Commission (ACTC) | I-580/680 Interchange HOV/HOT Widening | \$ - | Archive project as it will not move forward as a federal project at this time |
| ALA210007 | Alameda Contra Costa Transit District (AC Transit) | AC Transit Replacement of Transbay Buses | \$ - | Archive project as it will not move forward as a federal project at this time |
| ALA210010 | Alameda Contra Costa Transit District (AC Transit) | AC Transit: Replace 30-ft Diesel Buses | \$ - | Archive project as it will not move forward as a federal project at this time |
| MRN170028 | National Park Service | Fort Baker's Vista Point Trail | \$ - | Archive project as it will not move forward as an FHWA project |
| SCL170045 | Santa Clara (City) | Saratoga Creek Trail Phase 1 | \$ - | Archive project as it will not move forward as a federal project at this time |
| SF-210005 | San Francisco Municipal Transport Agency (SFMTA) | Transbay Terminal Mobility Hub - East Cut | \$ - | Archive project as it will not move forward and will be deleted |
| SM-090009 | San Mateo County Transportation Authority | US 101 Aux lanes from Sierra Point to SF Co. Line | \$ - | Archive project as it has been completed |

Appendix F.

Delayed Projects Since 2023 TIP Approval

List of Projects in the 2025 TIP Delayed Since the 2023 TIP

| TIP ID | Sponsor | Project Name | TIP Funding | Total Cost | Status |
|---------------|--|---|--------------------|-------------------|--|
| ALA170085 | Alameda County Transportation Commission (ACTC) | 7th Street Grade Separation East | \$ 13,500,000.00 | \$ 378,000,000.00 | Project delayed |
| ALA170060 | Caltrans | GL: Alameda and Marin Counties - TOS-Mobility | \$ 6,809,517.00 | \$ 117,847,000.00 | Project delayed |
| ALA210002 | Oakland | East Oakland Neighborhood Bike Routes | \$ 18,674,000.00 | \$ 21,859,000.00 | Project delayed and received allocation extension from the CTC in May 2024 |
| SCL190028 | San Jose | Willow-Keyes Complete Streets Improvements | \$ 15,038,192.00 | \$ 19,973,284.00 | Project delayed and received allocation extension from the CTC in June 2023 |
| SOL210009 | Fairfield | Fairfield West Texas Street Complete Streets | \$ 9,948,000.00 | \$ 10,903,000.00 | Project delayed and received allocation extension from the CTC in May 2024 |
| CC-210001 | Contra Costa County | North Bailey Road Active Transportation Corridor | \$ 3,900,000.00 | \$ 10,745,000.00 | Project delayed and received allocation extension from the CTC in May 2024 |
| CC-210007 | Richmond | Richmond 13th Street Complete Streets Imps | \$ 4,226,000.00 | \$ 5,289,000.00 | Project delayed due to ROW complications; sponsor planning to submit for obligation in FY 23/24. |
| CC-190012 | Contra Costa County | Treat Boulevard Corridor Improvements | \$ 3,606,000.00 | \$ 3,990,000.00 | Project delayed and was reprogrammed as a part of the 2024 STIP |
| SCL210018 | Saratoga | Blue Hills Elementary Pedestrian Crossing at UPRR | \$ 2,034,000.00 | \$ 2,234,000.00 | Project delayed due to ROW complications; sponsor planning to submit for obligation in FY 23/24. |
| SF-090011 | San Francisco County Transport Authority (SFCTA) | Oakdale Caltrain Station | \$ 2,000,000.00 | \$ 2,050,000.00 | Project delayed |
| SCL210025 | Mountain View | Mountain View Mobility Hub Pilot | \$ 200,000.00 | \$ 235,000.00 | Project delayed; sponsor planning to submit for obligation in FY 23/24. |
| SOL210007 | Vallejo | Vallejo Ferry Mobility Hub Improvement | \$ 200,000.00 | \$ 226,000.00 | Project delayed in PAED; sponsor planning to submit for obligation in FY 23/24. |

Note: Delayed projects include those that were listed in the 2023 TIP with funding through 2025 but have since been updated to extend the timeline past 2025. Project status for projects on this list were confirmed with project sponsors and/or MTC program managers.

Appendix G.

Project Selection and Prioritization

Project Selection and Prioritization

Project selection and prioritization in the 2025 TIP begins with Plan Bay Area 2050 (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.

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. The following sections detail the regional policies and program guidelines and discuss how these support project selection and prioritization in the TIP.

Policies

MTC has adopted multiple regional policies (Table 1) that direct MTC and local project sponsors to move forward with projects that support the regional goals outlined in PBA 2050. MTC's Project Review Criteria and Procedures (MTC Resolution No. 3115), which details the process through which MTC reviews projects, notes that all projects in the TIP are consistent with the RTP (currently PBA 2050).

Transit is a key focus of many of these regional policies. MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3866, Revised) and the Transit Sustainability Project (MTC Resolution No. 4060, Revised) center transit performance, with a focus on the customer experience. These policies directly support PBA 2050's goal of maintaining and optimizing the existing transit system. Other regional policies, ranging from MTC's Transit-Oriented Communities Policy (MTC Resolution No. 4530, Revised) to a BART rail car replacement plan, support PBA 2050's goal of building a next-generation transit network. An enhanced and expanded transit network that is fast, frequent and reliable supports additional PBA 2050 goals such as housing and sustainability. The Major Project Advancement Policy (MAP) (MTC Resolution No. 4537, Revised) further supports the goal of a next-generation transit network by laying out a strategy to coordinate resources and procedures to implement the region's top transportation projects, a majority of which are major transit projects.

Additional policies focus on specific populations and freight. PBA 2050 has a goal to advance equity through investments supporting historically and systemically marginalized, underserved and excluded groups, supporting the agency's adopted Equity Platform (MTC Resolution No. 4559). One way this is operationalized is through MTC's Coordinated Public Transit-Human Services Transportation Plan (MTC Resolution No. 4310), which centers the mobility needs of vulnerable populations such as seniors, people with disabilities, veterans and people with low incomes. On the other hand, MTC's Goods Movement Investment Strategy (MTC Resolution No. 4244) emphasizes improvements to the regional freight system, supporting PBA 2050's economic goals by investing in strategic industrial areas and environmental goals by reducing greenhouse gas (GHG) emissions from the trucking sector.

Finally, in recent years, MTC has adopted regional policies emphasizing the preferred outcomes and locations of projects to more quickly achieve the vision set out in PBA 2050. MTC's Regional Safety/Vision Zero Policy (MTC Resolution No. 4400) and MTC's Regional Complete Streets Policy (MTC Resolution No. 4493) directly support PBA 2050's goal of creating healthy and safe streets by shifting street design to both encourage and make it safer for people to travel by foot, bicycle, or other active transportation mode. The Transit-Oriented Communities Policy (MTC Resolution No. 4530, Revised) includes requirements for local jurisdictions and transit operators to support transit expansion projects. It also prioritizes projects by location, specifically, around transit stations and along transit corridors. This

policy supports multiple PBA 2050 focus areas including transportation, housing, economy and the environment.

Table 1. Regional policies that guide MTC project selection and programming. Resolutions can be referenced digitally by searching in the [MTC digital library](https://mtc.ca.gov/digital-library) (mtc.ca.gov/digital-library)

| Name | MTC Resolution No. | Year | Summary | PBA 2050 Nexus |
|---|--------------------|-----------------------------------|--|--|
| Process | | | | |
| Project Review Criteria and Procedures | 3115 | 1998 | Process for reviewing projects in the TIP for consistency with the Regional Transportation Plan. | All projects in the TIP must be consistent with PBA 2050 |
| Transit | | | | |
| Regional Transit Expansion Program of Projects | 3434, Revised | 2001 (most recent revision: 2008) | Program of major transit projects that are regional priorities | One of PBA 2050's transportation strategies is to "Build a Next-Generation Transit Network," which includes expanding the regional rail network and other regional transit options. |
| MTC's Transit Coordination Implementation Plan | 3866, Revised | 2010 (most recent revision: 2015) | Transit operator requirements to implement a coordinated regional network of transit services and to improve overall service productivity as defined in the Transit Connectivity Plan. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes enabling a seamless mobility experience for customers. |
| Transit Sustainability Project | 4060, Revised | 2012 (most recent revision: 2013) | Plan for monitoring the performance of the seven largest transit agencies in the Bay Area to address funding shortfalls, improve transit performance for the customer, and attract more customers to the transit system. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes funding transit capital and maintenance needs and focusing on the customer experience. |
| High Speed Rail Early Investment Strategy | 4056 | 2012 | Establishes a memorandum of understanding between MTC and various additional agencies to establish a funding framework for a blended rail system in the Peninsula corridor. | One of PBA 2050's transportation strategies is to "Build a Next-Generation Transit Network," which includes advancing high-speed rail. |

| Name | MTC Resolution No. | Year | Summary | PBA 2050 Nexus |
|--|--------------------|-----------------------------------|--|---|
| Funding Plan for Phase 1 of the BART Rail Car Replacement Program | 4126, Revised | 2013 (most recent revision: 2016) | Establishes understanding between MTC and BART for a policy-level commitment of funding toward Phase 1 of BART car replacement program. | One of PBA 2050's transportation strategies is to "Build a Next-Generation Transit Network," which includes expanding and modernizing the regional network. |
| Updated Funding Plan for the Peninsula Corridor Electrification Project | 4241 | 2016 | Updates the funding plan for the Peninsula Corridor Electrification Project based on updated cost estimates and moved funds. | One of PBA 2050's transportation strategies is to "Build a Next-Generation Transit Network," which includes advancing high-speed rail. |
| Major Project Advancement Policy (MAP) | 4537, Revised | 2022 (most recent revision: 2023) | The MAP seeks to support the implementation of Plan Bay Area 2050, deliver the Bay Area's major transportation projects, achieve regional coordination on federal, state, and regional discretionary funding requests for regionally significant projects, develop MTC's role in risk management, and ensure consistency with regional policies. | The MAP is intended to support implementation of PBA 2050 and is aimed at delivering the Bay Area's major transportation projects that are highlighted in PBA 2050. |
| Transit-Oriented Communities Policy | 4530, Revised | 2022 (most recent revision: 2023) | Policy establishes Transit-Oriented Communities, which seek to support the region's transit investments by creating communities around transit stations and along transit corridors. Prioritized transportation projects are bus transit, active transportation, and shared mobility within and to/from these areas. | It addresses components in all four elements of the Plan, including transportation, housing, the economy, and the environment. |
| Other Focus Areas | | | | |
| Adoption of MTC's Equity Platform | 4559 | 2023 | Resolution defining equity as "inclusion into a Bay Area where everyone can participate, prosper and reach their full potential." | PBA 2050 has a goal to advance equity and directs most investments toward Equity Priority Communities or other systemically underserved communities. |

| Name | MTC Resolution No. | Year | Summary | PBA 2050 Nexus |
|--|--------------------|------|--|--|
| Coordinated Public Transit-Human Services Transportation Plan | 4310 | 2018 | Plan for providing mobility options for seniors, people with disabilities, veterans, and people with low incomes that are also cost efficient for the region | PBA 2050 directs most investments toward Equity Priority Communities or other systemically underserved communities, including seniors, people with low incomes, and people with disabilities. |
| Goods Movement Investment Strategy | 4244 | 2018 | With the goal of moving goods effectively within, to, from and through the Bay Area by roads, rail, air and water, this strategy identifies potential funding sources and priority projects and programs over the next 10 years. | One of PBA 2050's economic strategies is to invest in key industrial lands, including funding key infrastructure improvements in those areas. One of PBA 2050's environmental strategies is to "Reduce Climate Emissions" which includes investing in clean vehicles such as zero or near-zero emission trucks and other freight vehicles. |
| Project Design Policies | | | | |
| MTC's Regional Safety/Vision Zero Policy | 4400 | 2020 | Policy to support achievement of zero fatalities and serious injuries in the region by 2030. | One of PBA 2050's transportation strategies is to "Create Healthy and Safe Streets," which includes an action to "Advance regional Vision Zero policy through street design and reduced speeds." |
| MTC's Regional Complete Streets Policy | 4493 | 2022 | Policy to require consideration of Complete Streets from projects seeking discretionary funding or funding endorsements. | There are many relevant goals in PBA 2050, including mode shift, safety, equity, VMT reduction, and GHG emissions reductions. |

| Name | MTC Resolution No. | Year | Summary | PBA 2050 Nexus |
|--|--------------------|-----------------------------------|--|--|
| Transit-Oriented Communities Policy | 4530, Revised | 2022 (most recent revision: 2023) | Policy establishes Transit-Oriented Communities, which seek to support the region's transit investments by creating communities around transit stations and along transit corridors. Prioritized transportation projects are bus transit, active transportation, and shared mobility within and to/from these areas. | It addresses components in all four elements of the Plan, including transportation, housing, the economy, and the environment. |

Regional Discretionary Fund Programs

MTC translates the Plan's strategies and investment priorities into the programming policies that guide project selection and prioritization for regional discretionary fund programs. The process by which a project is selected for federal, state and regional funding depends on the type of project and the specific fund source being sought. Table 2 lists some of MTC's major program-specific processes and resolutions.

Selection for federal STP, CMAQ, and CRP funds occurs through MTC's One Bay Area Grant (OBAG) program, currently in its third cycle (OBAG 3). The county and local program funds projects through a competitive process: MTC releases a regional call for projects, CTAs nominate projects within their counties, and MTC selects the final project list based on adopted criteria. The regional program funds projects that are best implemented at a regional level or have a regional focus, and tie to implementation and strategies in PBA 2050.

Selection for the RTIP occurs first at the CTA level. CTAs forward their RTIP investment proposals to MTC. MTC then reviews the proposals for consistency with California Transportation Commission (CTC) guidelines and PBA 2050 goals before approving the RTIP and submitting it to the CTC for inclusion into the State Transportation Improvement Program (STIP), of which the RTIP is part.

Selection for the regional element of the ATP occurs through a competitive process. In prior cycles, both CTC and MTC release the call for projects at the same time; however, MTC selects projects using regionally specific criteria that differ slightly from the statewide criteria.

Selection for FTA 5307, 5337, 5339 occurs through MTC's Transit Capital Priorities (TCP) program. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding for the small UZAs. MTC funds projects through a competitive process and releases a call for projects to transit operators in the region.

MTC also selects projects using state and regional funds, such as Cap and Trade and bridge toll revenue. Projects selected for these fund sources must support projects in PBA 2050. For some of the bridge toll revenue, project selection is outlined in state statute.

Table 2. Summary of discretionary fund programs to program federal funds and some state and regional funds. Resolutions can be referenced digitally by searching in the [MTC digital library](https://mtc.ca.gov/digital-library) (mtc.ca.gov/digital-library)

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|--|---------------|-----------------------------------|------------------------|---|---|
| FHWA Funds | | | | | |
| Project Selection Policies and Project Programming for the Second Round of the One Bay Area Grant Program (OBAG 2) | 4202, Revised | 2015 (most recent revision: 2024) | STP, CMAQ, FHIP | Second round of the OBAG Program, which coordinates the regionwide programming of federal STP and CMAQ funds through a transparent, competitive and flexible approach. | OBAG 2 is designed to support implementation of the region's SCS (at the time, the SCS was Plan Bay Area). It does this by linking funding to myriad PBA goals such as focused growth, housing, climate strategies, road safety, preservation of rural lands and open space and more. |
| Project Selection Policies and Project Programming for the Third Round of the One Bay Area Grant Program (OBAG 3) | 4505, Revised | 2022 (most recent revision: 2024) | STP, CMAQ | Third round of the One Bay Area Grant Program, which coordinates the regionwide programming of federal STP and CMAQ funds through a transparent, competitive and flexible approach. | OBAG 3 selects projects for five program areas that closely align with PBA 2050 strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. |
| Carbon Reduction Program (CRP) Project Selection and Programming Policies | 4540, Revised | 2022 (most recent revision: 2024) | CRP | CRP funds are programmed in coordination with OBAG 3 framework. | Projects funded through CRP must be consistent with the adopted RTP. CRP projects support PBA 2050 transportation and climate strategies. |
| 2024 Regional Transportation Improvement Program (RTIP) Program Policies, Procedures, Project Selection Criteria, and Program of Projects | 4603, Revised | 2023 (most recent revision: 2023) | NHPP, STP | The RTIP is the region's proposal to the State for State Transportation Improvement Program (STIP) funding. | The RTIP is designed to carry out the objectives of PBA 2050 and be consistent with its improvements and programs. New projects submitted to the RTIP must be included in PBA 2050 and must describe how the project meets PBA 2050 strategies and goals. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|--|---------------|-----------------------------------|---------------------------------------|---|--|
| Active Transportation Program (ATP) Cycle 5 Regional Program Guidelines and Program of Projects | 4403, Revised | 2020 (most recent revision: 2021) | STP (TAP), Recreational Trails, Other | Fifth cycle of the regional ATP program, which programs a subset of funds from the statewide ATP intended to promote active transportation. | The program prioritizes projects in EPCs, supporting PBA 2050's equity goals. The program's focus on active transportation supports PBA 2050's Create Healthy and Safe Streets goal, Transportation Demand Management strategies to reduce climate emissions, and goal of expanding access and to parks and open space by investing in quality trails. |
| Active Transportation Program (ATP) Cycle 6 Regional Program Guidelines and Program of Projects | 4487, Revised | 2022 (most recent revision: 2023) | STP (TAP), Recreational Trails, Other | Sixth cycle of the regional ATP program, which programs a subset of funds from the statewide ATP intended to promote active transportation. | The program prioritizes projects in EPCs, supporting PBA 2050's equity goals. The program's focus on active transportation supports PBA 2050's Create Healthy and Safe Streets goal, Transportation Demand Management strategies to reduce climate emissions, and goal of expanding access and to parks and open space by investing in quality trails. |
| Regional Active Transportation Program (ATP) Cycle 7 Guidelines and Program of Projects | 4633 | 2024 | STP (TAP), Recreational Trails, Other | Seventh cycle of the regional ATP program, which programs a subset of funds from the statewide ATP intended to promote active transportation. | The program prioritizes projects in EPCs, supporting PBA 2050's equity goals. The program's focus on active transportation supports PBA 2050's Create Healthy and Safe Streets goal, Transportation Demand Management strategies to reduce climate emissions, and goal of expanding access and to parks and open space by investing in quality trails. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|---|---------------|-----------------------------------|---|---|---|
| FTA Funds | | | | | |
| San Francisco Bay Area Transit Capital Priorities (FTA Sections 5307, 5337 and 5339) Process and Criteria for Fiscal Years Starting FY 2020-21 | 4444 | 2021 | FTA Sections 5307, 5337 and 5339, STP, CMAQ | The TCP funds transit projects that are most essential to the region, with a focus on improving the capacity and state of good repair of transit services in the urban core of the region. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes funding transit capital and maintenance needs and focusing on the customer experience. Another transportation strategy is to "Build a Next-Generation Transit Network," which includes enhancing local transit frequency, capacity and reliability and expanding and modernizing the regional rail network. |
| San Francisco Bay Area Transit Capital Priorities (FTA Sections 5307, 5337 and 5339) Program of Projects for FY 2021-22 thru FY 2023-24 | 4510, Revised | 2022 (most recent revision: 2024) | FTA Sections 5307, 5337 and 5339, STP, CMAQ | The TCP funds transit projects that are most essential to the region, with a focus on improving the capacity and state of good repair of transit services in the urban core of the region. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes funding transit capital and maintenance needs and focusing on the customer experience. Another transportation strategy is to "Build a Next-Generation Transit Network," which includes enhancing local transit frequency, capacity and reliability and expanding and modernizing the regional rail network. |
| Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area | 4036, Revised | 2011 (most recent revision: 2013) | FTA Section 5311 | Sets out funding principles for program that will guide decisions for programming; describes formula for distributing funds between operators; notes policies that will accompany formula system. Project screening criteria is included to note minimum program standards. | PBA 2050 has a focus on maintaining the existing system and this program's first policy guideline is "Capital Priority" ahead of operations. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|---|---------------|-----------------------------------|--|--|---|
| Program of Projects in the San Francisco Bay Area for FYs 2021-22 and 2022-23 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds | 4511 | 2022 | FTA Section 5311 | List of projects receiving Section 5311 funds in FYs 21-22 and 22-23. | PBA 2050 has a focus on maintaining the existing system and this program's first policy guideline is "Capital Priority" ahead of operations. |
| Program of Projects in the San Francisco Bay Area for FY 2023-24 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds | 4649 | 2024 | FTA Section 5311 | List of projects receiving Section 5311 funds in FY 23-24. | PBA 2050 has a focus on maintaining the existing system and this program's first policy guideline is "Capital Priority" ahead of operations. |
| San Francisco Bay Area FY2019-20 Emergency Transit Operations Programming Policy | 4420, Revised | 2020 (most recent revision: 2020) | FTA Section 5307, FTA Section 5311 (CARES Act) | Approves the process, establishes the criteria, and programs projects for FTA Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the Bay Area pursuant to the Coronavirus Aid, Relief, and Economic Security Act (H.R. 748) for FY2019-20 Emergency Transit Operations Assistance. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes supporting operators and transit after pandemic-related cuts. |
| San Francisco Bay Area FY2020-21 Emergency Transit Operations Programming and Policy | 4453, Revised | 2021 (most recent revision: 2021) | FTA Section 5307, FTA Section 5311 (CRRSAA) | Approves the process, establishes the criteria, and programs projects for FTA Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the SF Bay Area pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) for FY2020-21 Emergency Transit Operations Assistance. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes supporting operators and transit after pandemic-related cuts. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|---|---------------|-----------------------------------|--|--|---|
| San Francisco Bay Area American Rescue Plan Act FTA Formula Funds Programming and Policy | 4481, Revised | 2021 (most recent revision: 2021) | FTA Section 5307, FTA Section 5311 (ARP) | Approves the process, establishes the criteria, and programs projects for FTA Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the Bay Area pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319). | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes supporting operators and transit after pandemic-related cuts. |
| Lifeline Transportation Program Cycle 6 Guidelines | 4416 | 2020 | FTA Section 5307 | Adopts guidelines for Cycle 6 of the Lifeline Transportation Program, which funds projects that result in improved mobility for low-income residents. | Supports PBA 2050's emphasis on equity by supporting projects in EPCs. |
| Lifeline Transportation Cycle 6 Program of Projects – FY 2018-19 and FY 2019-20 | 4446, Revised | 2020 (most recent revision: 2021) | FTA Section 5307 | Programs 23 projects for Cycle 6 of the Lifeline Transportation Program. | Supports PBA 2050's emphasis on equity by supporting projects in EPCs. |
| Transit Core Capacity Challenge Grant Program | 4123, Revised | 2013 (most recent revision: 2021) | FTA New Starts, FTA formula, STP, Cap and Trade, BATA savings, AB664 Bridge Toll funds | Grant program that funds key capital and expansion projects for AC Transit, BART and SFMTA. | One of PBA 2050's transportation strategies is to "Build a Next-Generation Transit Network," which includes expanding and modernizing the regional network. |
| Adoption of the Blue Ribbon Transit Transformation Action Plan Funding Framework and Program of Projects | 4519, Revised | 2022 (most recent revision: 2023) | ARP (FTA Section 5307; FTA Section 5311) | Framework for funding projects using a subset of the COVID relief funds through ARP. MTC distributed \$85M to transit operators in exchange for a collaborative approach to identify alternate near-term revenue sources. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes supporting operators and transit after pandemic-related cuts. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|---|---------------|-----------------------------------|------------------------|--|---|
| State and Regional Funds | | | | | |
| Cap and Trade Funding Framework and Process Development Guidelines | 4130, Revised | 2013 (most recent revision: 2023) | N/A (State) | Framework for funding projects using state Cap and Trade Funds. Projects must: have a strong nexus to greenhouse gas reduction; support implementation of PBA 2050; benefit disadvantaged communities. Funding categories include Transit Core Capacity Challenge Grants/Transit and Intercity Rail Capital Program; Transit Operating and Efficiency Program/Low Carbon Transit Operations Program; One Bay Area Grants/Affordable Housing and Sustainable Communities; High Speed Rail; Climate Initiatives; Goods Movement. | Funds will be distributed to advance implementation of PBA 2050. Some of PBA 2050's transportation strategies are: "Maintain and Optimize the Existing System," which includes operating and maintaining the existing system and "Build a Next Generation Transit Network," which includes enhancing local transit and the regional rail network. One of PBA 2050's environmental strategies is to "Reduce Climate Emissions" which includes investing in clean vehicles. |
| Policy and Procedures for the Regional Traffic Relief Plan of Regional Measure 2 (RM2) | 3636, Revised | 2004 (most recent revision: 2010) | N/A (Regional) | Plan for spending funds from RM2, which raised bridge tolls by \$1. Projects eligible to receive funding are identified in the CA Streets and Highways code; funding is distributed to capital projects based on sponsor need and readiness and availability of funding in the program, and to operating projects based on funds identified in annual budgeting processes. | Projects must be included in adopted RTP. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|--|---------------|-----------------------------------|------------------------|--|---|
| RM2 Safe Routes to Transit Grant Program | 3735, Revised | 2005 (most recent revision: 2014) | N/A (Regional) | Recommended grant recipients for five cycles of the Safe Routes to Transit grant program. | One of PBA 2050's transportation strategies is to "Create Healthy and Safe Streets," which includes building complete streets. One of PBA 2050's environmental strategies is to "Reduce Climate Emissions" which includes transportation demand management initiatives. |
| Revised Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenues, RMI Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs | 4015, Revised | 2011 (most recent revision: 2017) | N/A (Regional) | Framework for use of bridge toll revenues to: Maintain flexibility in allocations; meet local match requirements for projects seeking federal funds; support other committed projects. | One of PBA 2050's transportation strategies is to "Maintain and Optimize the Existing System," which includes funding transit capital and maintenance needs. Another transportation strategy is to "Create Healthy and Safe Streets," which includes supporting active transportation projects. |
| BATA Project Savings Program of Projects and Allocation of Funds | 4169, Revised | 2015 (most recent revision: 2023) | N/A (Regional) | The BATA Project Savings Program allocates regional funds to projects through the Transit Core Capacity Challenge Grant Program. | Projects must be included in PBA 2050. |

| Name | MTC Res. No. | Year | Federal Funding Source | Summary | PBA 2050 Nexus |
|---|---------------|-----------------------------------|------------------------|--|--|
| Policies and Procedures for Implementation of the Expenditure Plan of Regional Measure 3 (RM3) | 4404, Revised | 2019 (most recent revision: 2023) | N/A (Regional) | Plan for spending funds from RM3, which will raise bridge tolls by \$3, phased in from 2019 through 2025. Projects eligible to receive funding are identified in the CA Streets and Highways code; funding is distributed to capital projects on a phase-by-phase basis to fill in shortfalls or fund entire phases, with the goal of a deliverable project. Funding is distributed to operating projects based on funds identified in annual budgeting processes subject to eligibility requirements and fund availability. | Projects must be included in PBA 2050. |
| AB 664 Net Bridge Toll Revenues Program of Projects for FY 2021-22 thru FY 2023-24 | 4513, Revised | 2022 (most recent revision: 2023) | N/A (Regional) | The AB 664 Net Bridge Toll Program allocates regional funds to public transportation systems in the region. | Projects must be included in PBA 2050. |

Other State and Local Funds

For State-managed programs, MTC provides feedback on proposed program guidelines and participates as an MPO representative on statewide advisory committees. MTC coordinates with Caltrans on the planning and programming of candidate projects for the State Highway Operation Protection Program (SHOPP) and provides feedback on the draft four-year SHOPP program. MTC plays a limited role on the Caltrans-managed FTA 5310 and 5311 programs.

MTC coordinates with CTAs and local agencies on locally funded projects of regional significance during the development of PBA 2050. The PBA 2050 project performance assessment evaluated three primary types of transportation projects: capacity-increasing investments, operational strategies, and resilience projects to address sea level rise and seismic hazards. Projects are evaluated through quantitative and qualitative assessments of benefit-cost, guiding principles alignment, and equity. These assessments evaluate impacts of projects and provide a data-driven approach to prioritize projects during the development of the PBA 2050 investment strategy.

Appendix H.

Public Notifications

Public Notifications

- I. Postcard announcing the availability of the Draft 2025 TIP
- II. June 27, 2024 E-Blast announcing the availability of the Draft 2025 TIP
- III. June 27, 2024 MTC Web Story announcing the availability of the Draft 2025 TIP



Help shape the future of Bay Area transportation



Deadline for public comment:
July 26, 2024
mtc.ca.gov/TIP



METROPOLITAN
TRANSPORTATION
COMMISSION

We want to hear from you!

The Metropolitan Transportation Commission invites input on the Transportation Improvement Program.

The Draft 2025 Transportation Improvement Program (TIP) is a funding document that helps implement the investment priorities reflected in Plan Bay Area 2050, the region's long-range plan. Updated every two years, the TIP reflects the Bay Area's near-term transportation investment priorities and helps some of the most significant projects and programs become a reality. It includes projects that support all modes of travel, such as transit, highways, bridges, local streets and roads, biking, walking and freight movement.

Also open for public comment is the Draft Transportation-Air Quality Conformity Analysis for the 2025 Transportation Improvement Program. The Conformity Analysis demonstrates that the TIP complies with federal transportation air quality regulations.

The public comment period for both documents will remain open through July 26, 2024. Visit mtc.ca.gov/TIP to review and provide feedback.

Do you need translation services or any other assistance to participate? Please call 415.778.6757.
¿Necesita servicios de traducción u otra ayuda para participar? Por favor llámenos al 415.778.6757.
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This notice serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

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DRAFT 2025
Transportation Improvement Program

M^T METROPOLITAN TRANSPORTATION COMMISSION

The graphic features a dark grey background with the title in white and orange. To the right, there are several colorful illustrations: a woman in a blue suit walking, a man in a red shirt pushing a person in a wheelchair, a child on a skateboard, a yellow and orange train, a blue bus, a person on a bicycle, a person walking, and a person on a scooter. Below the main title is the MTC logo and name.

Help Shape the Future of Bay Area Transportation

The Metropolitan Transportation Commission invites input on the Draft 2025 Transportation Improvement Program and the Draft Transportation-Air Quality Conformity Analysis for the 2025 Transportation Improvement Program.

The [Draft 2025 Transportation Improvement Program \(TIP\)](#) is a funding document that helps implement the public's policy and investment priorities reflected in [Plan Bay Area 2050](#), the region's long-range plan. Updated every two years, the TIP reflects the Bay Area's near-term transportation investment priorities and helps some of the most significant projects and programs become a reality. It includes projects that support all modes of travel, such as transit, highways, bridges, local streets and roads, biking, walking and freight movement.

The Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP is also available for public comment. The Conformity Analysis demonstrates that both the TIP and the plan comply with federal transportation air quality regulations.

View and comment on the TIP and the Conformity Analysis online at mtc.ca.gov/TIP

Members of the public are also invited to submit oral comments during MTC’s July Programming & Allocations Committee Meeting scheduled for Wednesday, July 10, 2024.

- The meeting agenda, Zoom link and accessibility instructions will be posted online to MTC’s [Meetings & Events page](#) no less than 72 hours prior to the meeting date.
- See [detailed instructions for participating on Zoom](#).

Questions? Contact MTC's Public Information Office at (415) 778-6757.

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This notice serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects , for applicable funds.

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MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

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News & Media

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News Headlines

Thursday, June 27, 2024

Draft 2025 TIP Released for Public Review





MTC today released the [Draft 2025 Transportation Improvement Program \(TIP\)](#). This list of more than 300 Bay Area transportation projects reflects approximately \$11.8 billion in committed federal, state and local funding for the four-year period through 2028. The TIP includes multiple funding sources (called “programs”) that support different types of transportation projects. These programs—and the projects they fund—all work together to help advance the vision of [Plan Bay Area 2050](#), the Bay Area’s long-range plan for transportation, housing, economic development, and environmental resilience.

The TIP is the Bay Area’s comprehensive four-year spending plan that lists all transportation projects and programs that are federally funded, projects for which any action by a federal agency is expected; and other major regional projects. Investments in the TIP support a wide range of transportation modes, such as transit, highways, bridges, local streets and roads, bicycling, walking and freight movement. Transit and bicycling/walking projects lead the investment priorities of the Draft 2025 TIP in terms of total dollars invested and total number of projects, respectively.

The TIP is financially constrained by year, meaning that the amount of dollars committed to the projects must not exceed the amount of dollars estimated to be available. MTC must adopt a new TIP at least once every four years, and the TIP must also be approved by the Federal Highway Administration and the Federal Transit Administration.

In conjunction with the release of the Draft 2025 TIP, MTC also released the [Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP](#), which ensures that both the Draft 2025 TIP and Plan Bay Area 2050 conform to the federal air quality requirements. Conformity means that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards.

MTC encourages public comment on the Draft TIP and the Draft Transportation-Air Quality Conformity Analysis. **The review and comment period will close on Friday, July 26, 2024, at 5 p.m.** To help facilitate this process, these documents will be presented at a public meeting to be held both in-person and virtually via Zoom. This presentation is scheduled to take place during [MTC’s Programming and Allocations Committee meeting on July 10, 2024, at 9:45 a.m.](#) or immediately following MTC’s

[Allocations Committee meeting on July 10, 2024, at 9:45 a.m.](#), or immediately following MTC's Administration Committee meeting, whichever occurs later.

Additionally, written comments may be submitted via the [comment form](#) on the Draft 2025 TIP website; by mail to MTC's Public Information Office, c/o Draft 2025 TIP, 375 Beale Street, Suite 800, San Francisco, CA 94105; or via e-mail to info@bayareametro.gov (include "Draft 2025 TIP Comments" in the subject line). Written comments are due by 5 p.m. on Friday, July 26, 2024. For more information, call MTC's Public Information Office at (415) 778-6757. At its September 11, 2024 meeting, MTC's Programming and Allocations Committee is scheduled to consider public comments received. Approval of final documents is expected on September 25, 2024, at the Commission meeting. MTC will then transmit the adopted 2025 TIP to Caltrans and U.S. DOT, with final federal approval slated for December 2024.

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We can help! Please call us at (415) 778-6757. We require three days' notice in order to provide reasonable accommodation. For TDD or hearing impaired, call 711, California Relay Service, or (800) 735-2929 (TTY) or (800) 735-2922 (voice) and ask to be relayed to (415) 778-6700.

Related: [TIP](#) [Transportation Improvement Program](#)

Appendix I.

Response to Public Comments on the Draft 2025 TIP

TO BE INCLUDED WITH FINAL 2025 TIP

Appendix J.

Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP (MTC Resolution No. 4645)

Draft Transportation-Air Quality Conformity Analysis for the 2025 Transportation Improvement Program

June 2024



METROPOLITAN
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Association of
Bay Area Governments

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I. Introduction

The Metropolitan Transportation Commission (MTC) prepares a transportation-air quality conformity analysis (“conformity analysis”) when it amends or adopts a new Regional Transportation Plan (RTP), adopts a new Transportation Improvement Program (TIP), or modifies the inclusion of regionally significant, non-exempt projects into the TIP.

The purpose of this conformity analysis is to conform the 2025 Transportation Improvement Program (TIP) and to re-conform Plan Bay Area 2050 in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). This conformity analysis addresses the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for the 8-hour ozone and the 2006 national 24-hour fine particulate matter (PM_{2.5}) standards. This report also explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding for the 2025 TIP and the re-conformed Plan Bay Area 2050.

Purpose of Conformity Analysis

The Federal Clean Air Act (CAA), as amended in 1990, outlines requirements for ensuring that federal transportation plans, programs, and projects are consistent with (“conform to”) the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. A conformity finding demonstrates that the total emissions projected for a transportation plan (“RTP”) or program (“TIP”) are within the emissions limits (“budgets”) established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity requirements apply in all non-attainment and maintenance areas for transportation-related criteria pollutants and related precursor emissions (see Figure 1 for a map of the non-attainment area for the San Francisco Bay Area). For the Bay Area, the criteria pollutants to be addressed are ground-level ozone, carbon monoxide, and PM_{2.5}; and the precursor pollutants to be addressed include volatile organic compounds (VOC) and oxides of nitrogen (NOx) for ozone and for PM_{2.5}. EPA’s most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 176 were published in the Federal Register on March 14, 2012¹.

Metropolitan Planning Organizations (MPOs), such as MTC, must adhere to regulations and other procedures outlined in the EPA-approved Conformity SIP for the Bay Area, also known as the “Transportation-Air Quality Conformity Protocol” or “Protocol”. These regulations and resolutions state, in part, that MTC cannot approve any transportation plan, program, or project unless these activities conform to the purpose of the federal air quality plan. In this context, “transportation plan” refers to the RTP (i.e., Plan Bay Area), and “program” refers to the TIP (see following sections for more information). A “transportation project” is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan (“RTP”) and program (“TIP”). Regionally significant project means a transportation project (other than an exempt project) that

¹ The current version of the regulations is available on EPA’s Transportation Conformity website at: <https://www.epa.gov/state-and-local-transportation/current-law-regulations-and-guidance-state-and-local-transportation>

is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's regional transportation network, including all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

The Bay Area's procedures were first established in September 1994 to comply with requirements of the 1990 Clean Air Act Amendment (CAAA). Since then, the procedures have undergone five amendments in August 1995, November 1995, August 1997, July 2006, and April 2020. These amendments have been adopted by the three co-lead agencies: MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation-Air Quality Conformity Protocol adopted by the three agencies in April 2020. Acting on behalf of the three agencies, BAAQMD submitted the amended transportation conformity procedures to the California Air Resources Board (CARB) as a revision to the Bay Area Conformity SIP. CARB subsequently approved the amended procedures in May 2021 and transmitted them to EPA for final action.

On July 27, 2023, the EPA began the process to approve the revision to the Conformity SIP for the San Francisco Bay Area. This update involves a revised memorandum of understanding between MTC and the Sacramento Area Council of Governments (SACOG). The agreement focuses on sharing travel activity data sharing and managing federal Congestion Mitigation and Air Quality (CMAQ) funds in Solano County. The public had 30 days to comment on this proposal, with the comment period closing on August 28, 2023. The SIP revision officially took effect on January 29, 2024.

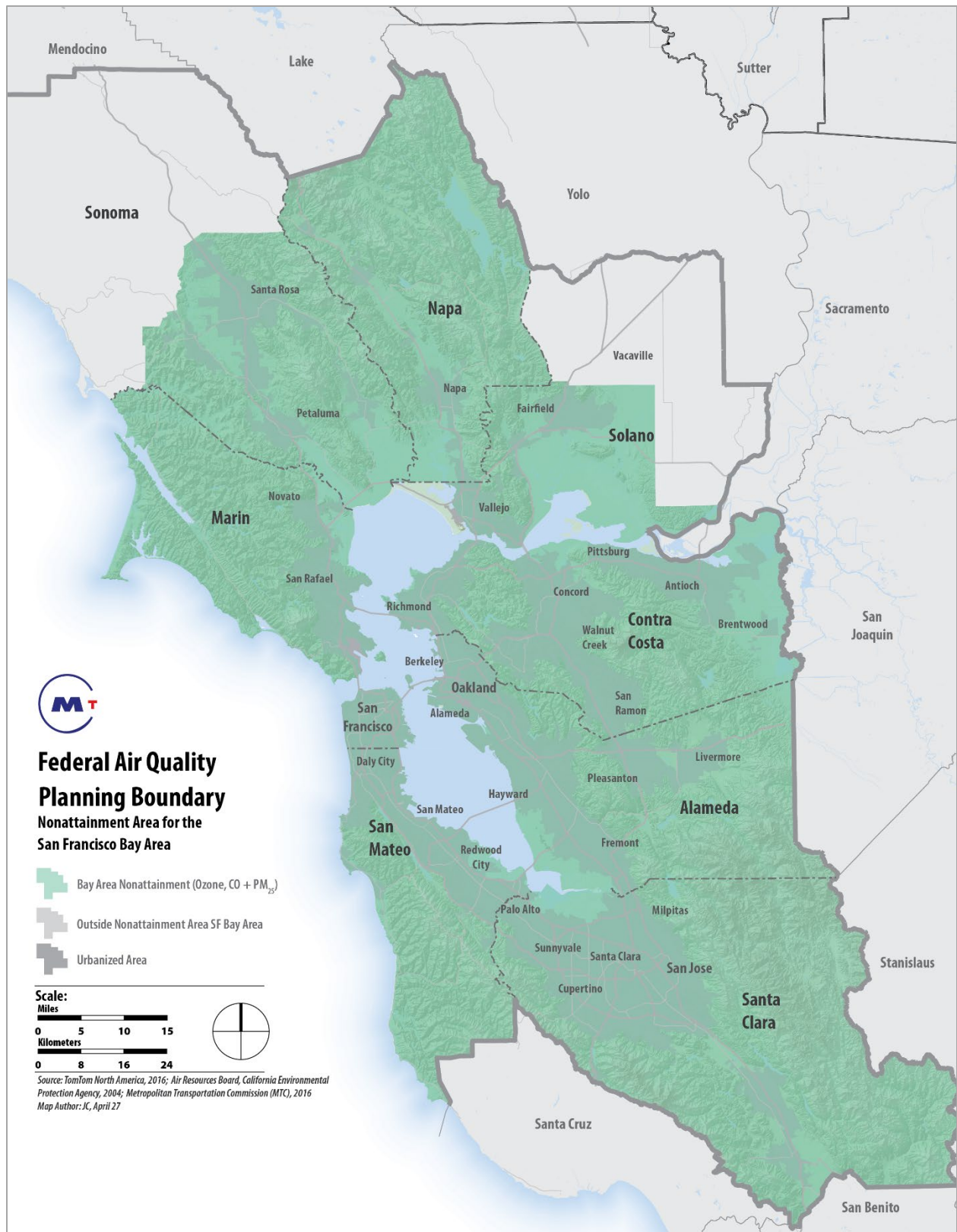


Figure 1: Map of the Non-Attainment Area for the San Francisco Bay Area

Air Pollution and Human Health

On-road mobile source emissions have historically contributed significantly to air pollution. Over time, much progress has been made to improve engines and fuels so that emissions from on-road mobile sources have declined steeply, even as on-road travel has been growing. Despite the progress that has been made in reducing emissions, projections of ambient air quality show concentrations of pollutants, like ground-level ozone and PM_{2.5}, will continue to contribute to public health and environmental risks and on-road mobile source emissions remain important to consider for further improvements in air quality and public health².

There is a great deal of literature documenting the negative impact of air pollution on public health. Researchers use a variety of methods, including epidemiological studies and clinical studies, to analyze the health effects of specific air pollutants and the biological mechanisms or pathways as to how pollutants harm the body. On-going research continually improves understanding of the range of health effects. The respiratory effects of exposure to air pollution (including emissions from on-road mobile sources) such as disease or damage to lungs in the form of asthma, bronchitis, and emphysema, have been documented for decades. But, as the science advances, researchers are finding new evidence that links air pollution to a much wider variety of health effects, including cardiovascular disease (heart attacks and strokes), diabetes and dementia. Vulnerable populations, such as children, pregnant women, seniors, and people with existing cardiovascular or respiratory conditions, are most at risk³.

Prepared by BAAQMD, Figure 2 depicts the general relationship between air pollution and public health, which is further described in the subsequent section.



Figure 2: Relationship Between Air Pollution and Public Health

Source: BAAQMD

Emissions

Many different sources emit a wide variety of air pollutants, including PM, toxic air contaminants (TACs), and precursor compounds that react in the atmosphere to form ozone. Emission sources include stationary sources including factories, refineries, foundries, gas stations, and dry cleaners and mobile sources such as cars, trucks, locomotives, marine vessels, and farm and construction equipment. This transportation-air quality conformity analysis focuses solely on mobile source emissions.

² Atmospheric Environment, Mobile source contributions to ambient ozone and particulate matter in 2025, Volume 188, September 2018, Pages 129-141

³ BAAQMD, 2017 Clean Air Plan: Spare the Air, Cool the Climate
https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

Ambient Concentrations

Ambient concentrations refer to the level of pollutants that are measured in the air. The relationship between emissions and ambient concentrations is complex and depends upon many factors, including meteorological conditions (temperature, wind speed and direction, and vertical mixing) the ratio of precursor pollutants (e.g., the VOC to NO_x ratio, in the case of ozone), and regional topography. Some pollutants such as ozone are regional in scale. In the case of particulate matter and toxic air contaminants, however, ambient concentrations can vary greatly within a small geographical area.

Population Exposure

Population exposure refers to the amount of pollution that a given individual, or population is exposed to, and the frequency and duration of that exposure. From the public health perspective, the key issue is not how much pollution is present in the air, but rather how many people are exposed to the pollution.

Dosage

Dosage refers to the actual amount of pollution that an individual takes into the body. The dosage from a given level of exposure will vary by individual depending upon age, activity, and metabolic rate.

Health Effects

Air pollution can cause or contribute to a wide range of health effects and illnesses, depending upon individual exposure and tolerance to air pollution. Just as individual exposure differs, so does the ability of our bodies to tolerate exposure to pollutants.

Exposure to air pollution can cause a wide range of health effects, including short-term (acute) effects and long-term (chronic) effects, including asthma, bronchitis, cancer, heart attacks and strokes.

Status of Transportation Improvement Program

The federally required transportation improvement program, or TIP, is a comprehensive listing of surface transportation projects for the San Francisco Bay Area that receive federal funds, are subject to a federally required action, or that are regionally significant. MTC, as the federally designated MPO, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of funding committed to the projects (also referred as “programmed”) must not exceed the amount of funding estimated to be available. As required by federal conformity regulations, MTC must demonstrate that the TIP is consistent with (“conforms to”) the SIP and that all projects included in the TIP are consistent with the RTP, Plan Bay Area 2050.

The 2025 TIP covers four years of programming, starting with fiscal years 2024-25 through 2027-28. The 2025 TIP predominantly includes projects from the Amended 2023 TIP. However, it does add in new exempt and non-exempt projects and phases. Note that all projects included in the 2025 TIP are consistent with Plan Bay Area 2050 and meet all financial constraint requirements. This conformity analysis also serves to demonstrate that the 2025 TIP (as well as Plan Bay Area 2050) conform to the SIP. Refer to Appendices A and B for detailed lists of projects included in the 2025 TIP.

Status of Regional Transportation Plan

A regional transportation plan, or RTP, is a plan which includes both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. State law requires that RTPs include a Sustainable Communities Strategy (SCS)

to identify a forecasted land use development pattern that, when integrated with the future transportation system, will meet the region’s greenhouse gas reduction target set by CARB. As required by federal and state planning regulations, the RTP covers a minimum planning horizon of 20 years and is updated every four years in areas which do not meet federal air quality standards (“non-attainment”). The RTP is financially constrained to ensure project costs do not exceed reasonably expected transportation revenues over the planning horizon. Once adopted, the RTP guides the development of the TIP for the region.

Plan Bay Area 2050 is the region’s RTP/SCS, a 30-year regional plan that charts a course for a Bay Area that is affordable, connected, diverse, healthy, and vibrant for all residents through 2050 and beyond. The Plan expands in scope, compared to prior plans, by examining the themes of economic development and environmental resilience. As a result, the proposed Plan focuses on four interrelated elements—housing, the economy, transportation, and the environment. The proposed Plan consists of 35 integrated strategies across the four elements that provide a blueprint for how the Bay Area can accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges and achieve regional GHG emissions reduction targets established by CARB pursuant to SB 375. The final Implementation Plan for Plan Bay Area 2050 transitions the Plan Bay Area 2050 process from long-range planning to near-term action. It details over 80 concrete actions that MTC, ABAG and our partners can take to advance the plan’s 35 strategies over a five-year period.⁴

As part of the periodic review of the transportation modeling network assumptions in consultation with the Air Quality Conformity Task Force (per MTC Resolution No. 3757), MTC revised baseline network assumptions based on new data received from project sponsors. Refer to Appendix J-3 for a list of regionally significant transportation projects included in Plan Bay Area 2050.

II. Bay Area Air Pollutant Designations

Background

One of the original goals of the federal Clean Air Act was to set and achieve NAAQS in every state by 1975 to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, to achieve these standards. EPA has four transportation-related pollutants established standards⁵:

- ground level ozone formed by volatile organic compounds (VOCs) and oxides of nitrogen (NO_x);
- carbon monoxide (CO);
- particulate matter (less than 10 microns (PM₁₀) and less than 2.5 microns (PM_{2.5}); and,
- nitrogen dioxide (NO₂).

The standards for these pollutants are based upon EPA’s assessment of the health risks associated with each of the pollutants on at-risk populations. These assessments are based upon short- and long-term scientific studies by noted health professionals and medical research institutions. At-risk groups include children, the elderly, persons with respiratory illnesses, and even healthy people who exercise outdoors. Detailed descriptions of all the above NAAQS pollutants are contained in the Glossary in Appendix J-6.

⁴ <https://www.planbayarea.org/finalplan2050>

⁵ National Ambient Air Quality Standards (NAAQS)

National 1-Hour Ozone Standard

The Bay Area was initially designated as nonattainment for ozone on March 3, 1978. On November 6, 1991, the EPA designated the Bay Area as a moderate ozone non-attainment area. Based on “clean” air monitoring data from 1990 to 1992, the co-lead agencies—BAAQMD, MTC, and ABAG— determined that the Bay Area was attaining the 1-hour ozone standard and requested that CARB forward a re-designation request and an ozone maintenance plan to EPA.

On May 25, 1995, after evaluating 1990-1992 monitoring data and determining that the Bay Area had continued to attain the standard, the EPA re-designated the Bay Area as an ozone maintenance area. Shortly thereafter, the area began violating the standard again and on July 10, 1998, the EPA published a Notice of Final Rulemaking re-designating the Bay Area back to an ozone non-attainment area. This action became effective on August 10, 1998.

The re-designation to nonattainment triggered an obligation for the State to submit a SIP revision designed to provide for attainment of the 1-hour ozone NAAQS by November 15, 2000. This revision (the San Francisco Bay Area Ozone Attainment Plan for the 1-hour National Ozone Standard – June 1999 or “1999 Plan”) was partially approved and partially disapproved by EPA on September 20, 2001, in conjunction with a determination that the area had failed to attain by the November 2000 deadline. The attainment demonstration and its associated motor vehicle emissions budgets were among the plan elements that were disapproved.

As a result of the EPA’s finding of failure to attain and partial disapproval of the 1999 Plan, the State was required to submit a SIP revision for the Bay Area to EPA by September 20, 2002, that included an updated volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions inventory, new transportation conformity budgets, and provided for attainment of the 1-hour ozone standard no later than September 20, 2006. On November 1, 2001, CARB approved the San Francisco Bay Area 2001 Ozone Attainment Plan for the 1-Hour National Ozone Standard (2001 Plan) as a revision to the SIP. The BAAQMD and its co-lead agencies, (MTC and ABAG) adopted the 2001 Plan on October 26, 2001.

The 2001 Plan contains a control strategy with seven stationary source measures, five transportation control measures (TCMs), and eleven further-study measures. In the 2001 Plan, the District also committed to strengthening the then existing Smog Check program by requesting the State Bureau of Automotive Repair to implement two VOC-reducing program elements. The new measures and on-going programs provided 271 tons per day of combined VOC and NOx emission reductions between 2000 and 2006. The 2001 Plan also included an attainment assessment based on Bay Area data.

On November 30, 2001, ARB submitted the 2001 Plan, which included VOC and NOx motor vehicle emissions budgets (164.0 tons per day [tpd] and 270.3 tpd, respectively) for the 2006 attainment year, to EPA for approval as a revision to the California SIP. To support the on-road motor vehicle emission inventory and transportation conformity budgets in the Plan, CARB also transmitted the San Francisco Bay Area-EMFAC2000 model to EPA for approval for the Bay Area ozone non-attainment area. On February 14, 2002, the EPA found the motor vehicle emissions budgets in the 2001 Plan adequate for transportation conformity purposes, based on its preliminary determination that the plan provided for timely attainment of the 1-hour ozone standard.

On April 22, 2004, based on air quality monitoring data from the 2001, 2002, and 2003 ozone season, EPA determined that Bay Area had attained the national 1-hour ozone standard. Because of this determination, requirements for some of the elements of the 2001 Ozone Attainment Plan, submitted

to EPA to demonstrate attainment of the 1-hour standard, were suspended. The determination of attainment did not mean the Bay Area had been re-designated as an attainment area for the 1-hour standard. To be re-designated, the region would have had to submit a formal re-designation request to EPA, along with a maintenance plan showing how the region would continue to attain the standard for ten years. However, this re-designation request was no longer necessary upon the establishment of the new national 8-hour ozone standard.

National 8-Hour Ozone Standard

In July 1997, EPA revised the ozone standard, setting it to 80 parts per billion (ppb) in concentration based specifically on the 3-year average of the annual 4th highest daily maximum 8-hour ozone concentrations. In April 2004, EPA issued final designations for attainment and non-attainment areas. In June 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone and classified the region as “marginal” based on five classes of non-attainment areas for ozone, ranging from marginal to extreme.

In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, CARB submitted its recommendations for area designations for the revised national 8-hour ozone standard. These recommendations were based on ozone air quality data collected during 2006 through 2008. The CARB recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA had one year to review the recommendations and were to notify states by November 12, 2009 if they planned to modify the state-recommended areas. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.

On October 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone’s effects on public health and welfare. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants, and ecosystems. The proposed implementation rule for the 2015 ozone standard was published November 17, 2016 and proposed a framework for nonattainment area classifications and SIP requirements. In addition, the proposed rule follows the approach adopted for the previous Classifications Rule and SIP Requirements Rule (SRR) for the 2008 ozone NAAQS.

In September 2016, CARB recommended to EPA that the San Francisco Bay Area be designated in nonattainment for the 70 ppb 2015 ozone NAAQS. EPA concurred with CARB’s recommendation and on April 30, 2018, EPA completed area designations for most of the United States (including the San Francisco Bay Area). On June 4, 2018, EPA published a final rule that designated 51 areas as nonattainment for the 2015 ozone NAAQS. These final designations took effect on August 3, 2018, 60 days after the notice was published in the *Federal Register*. Nonattainment areas must demonstrate conformity of transportation plans and transportation improvement programs (TIPs) to the 2015 ozone NAAQS by August 3, 2019⁶, the end of the grace period.

In addition, because marginal 8-hour ozone areas are not required to submit an attainment demonstration SIP (containing on-road motor vehicle emission budgets required to demonstrate

⁶ Transportation Conformity Guidance for 2015 Ozone Nonattainment Areas at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UN3X.pdf>

conformity), the conformity finding in this report is based on the approved 1-hour ozone on-road motor vehicle emission budgets contained in the Bay Area’s 2001 Plan.

National PM_{2.5} Standard

In 1987, the EPA established a standard for particle pollution equal to or smaller than 10 micrometers in diameter. A decade later, the 1997 revision to the standard set the stage for change, when a separate standard was set for fine particulate matter (particles that are 2.5 micrometers in diameter and smaller). Citing the link between serious health problems and premature death in people with heart or lung disease, the 1997 revision ultimately distinguished and set forth regulation on particle pollutants known as particulate matter 2.5 (PM_{2.5}) and particulate matter 10 (PM₁₀). Based on air quality monitoring data, the Bay Area was found to be attaining the 1997 PM_{2.5} standards.

In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM_{2.5} standard was strengthened by lowering the level from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³. The annual fine particle standard at 15 µg/m³ remained the same. Also, in 2006, the EPA published a final rule that established transportation conformity criteria and procedures to determine transportation projects that required analysis for local air quality impacts for PM_{2.5} in non-attainment and maintenance areas. The established criteria and procedures require that those areas designated as nonattainment areas must undergo a regional conformity analysis for PM_{2.5}. Furthermore, the procedures also mandate areas designated as non-attainment must complete an additional project-level PM_{2.5} hot-spot analysis of localized impacts for transportation projects of air quality concern.

On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009. Pursuant to the Clean Air Act, the Bay Area and MTC were subject to the requirement (beginning on December 14, 2010) to demonstrate that the RTP and TIP conformed to the SIP. In addition, beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic needed to prepare PM_{2.5} hot-spot analyses.

On February 7, 2024, EPA strengthened the NAAQS for particulate matter to better protect millions of Americans from serious health risks, including heart attacks and premature death. The EPA set the primary (health-based) annual standard for PM_{2.5} at 9.0 µg/m³, aiming to enhance public health protection in line with current health science.

EPA did not change:

- primary and secondary (welfare-based) 24-hour, daily, PM_{2.5} standards,
- secondary annual PM_{2.5} standard, and
- primary and secondary PM₁₀ standards.

emissions for analysis years 2025, 2030, 2040, and 2050. The main elements of EPA’s PM NAAQS final decision is represented in Table 1 below:

Table 1: PM NAAQS (Primary)

| <i>Indicator</i> | <i>Averaging Time</i> | <i>Previous Level</i> | <i>Existing Bay Area Status</i> | <i>EPA Proposal</i> |
|-------------------|-----------------------|------------------------|---------------------------------|-----------------------|
| PM _{2.5} | Annual | 12.0 µg/m ³ | Unclassifiable/ Attainment | 9.0 µg/m ³ |
| PM _{2.5} | 24-Hours | 35 µg/m ³ | Nonattainment | No change |
| PM ₁₀ | 24-Hours | 150 µg/m ³ | Unclassifiable/Attainment | No change |

EPA determines which areas are attaining or not attaining the NAAQS within two years of issuing a final revised or new standard which will occur in February 2026. A preliminary review of Bay Area air quality data shows PM_{2.5} exposure levels at 9.6 µg/m³. EPA’s designations will rely on air quality data from year 2025 (and possibly 2025) while year-to-year variability makes predictions about future year PM_{2.5} exposure levels difficult.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area became a “maintenance area” for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Under 40 CFR 93.102(b)(4) of EPA’s regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to the CAAA’s section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to areas that are designated nonattainment or are subject to a maintenance plan approved under the CAAA section 175A. The section 175A maintenance planning period is 20 years unless the applicable implementation plan specifies a longer maintenance period⁷. The EPA further clarified this conformity provision in its January 24, 2008, final rule⁸.

The approved maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA’s approval of the first 10-year maintenance plan and re-designation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018, transportation conformity requirements no longer apply for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

Approved Motor Vehicle Emissions Budgets and Conformity Tests

The Bay Area has conformity requirements for national ozone and PM_{2.5} standards. Under the ozone standard, the Bay Area must meet an on-road motor vehicle emission “budget” test. Because the Bay Area does not have on-road motor vehicle emission budgets for PM_{2.5} that have been determined to be adequate by EPA, it must meet an emission interim test for the PM_{2.5} standard. To make a positive conformity finding for ozone MTC must demonstrate that the calculated on-road motor vehicle emissions in the region are lower than the approved budgets. To make a positive “interim” conformity finding for PM_{2.5}, MTC must meet “build not greater than no build” or “build not greater than baseline year” tests based on PM_{2.5} exhaust, tire wear, and brake wear, and NO_x as a PM_{2.5} precursor emissions.

On-road motor vehicle emissions budgets for VOC and NO_x, which are ozone precursors, were developed for the 2006 attainment year as part of the 2001 1-hour Ozone Attainment Plan. The VOC and NO_x budgets were found to be adequate by EPA on February 14, 2002 (67 FR 8017) and were subsequently approved by EPA on April 22, 2004 (69 FR 21717). Note that under EPA’s conformity rule for the national 8-hour ozone standard, the existing 1-hour on-road motor vehicle emission budgets are

⁷ See 58 FR 62188, 62206 (November 24, 1993)

⁸ See 73 FR 4420, at 4434-5 (January 24, 2008)

to be used for conformity analyses until they are replaced.

The on-road motor vehicle emission budgets are listed below:

- VOC: 164 tons per day (2006 and beyond)
- NO_x: 270.3 tons per day (2006 and beyond)

For PM_{2.5}, initially the Bay Area was required to prepare a SIP by December 2012 to show how the region would attain the standard by December 2014. In addition, although the Bay Area was designated as non-attainment for the national 24-hour PM_{2.5} standard based on monitoring data for the 2006-2008 period, the region exceeded the standard by only a slight margin.

Monitoring data shows that the Bay Area currently meets the national standards for both annual and 24-hour PM_{2.5} levels. However, because the health effects of PM are serious and far-reaching, and no safe threshold of exposure to PM has yet been identified, it is important efforts continue to further reduce PM emissions and concentrations.⁹

Under US EPA guidelines, a region with monitoring data showing that it currently attains an air quality standard can submit a “re-designation request” and a “maintenance plan” in lieu of a SIP attainment plan. However, the BAAQMD believes that it would be premature to submit a PM_{2.5} re-designation request for the Bay Area at this time. Instead, the BAAQMD has pursued another option provided by US EPA guidelines for areas with monitoring data showing that they currently meet the PM_{2.5} standard. In December 2011, CARB submitted a “clean data finding” request on behalf of the Bay Area. On January 9, 2013, EPA took final action to determine that the Bay Area attained the 2006 24-hour PM_{2.5} standard. EPA’s determination was based on complete, quality-assured, and certified ambient air monitoring data showing that the area monitored attainment based on the 2009-2011 monitoring period. Based on EPA’s determination, the requirements for the Bay Area to submit an attainment demonstration, together with reasonably available control measures (RACMs), an RFP plan, and contingency measures for failure to meet RFP and attainment deadlines are suspended for so long as the region continues to attain the 2006 24-hour PM_{2.5} standard.

Since an approved on-road motor vehicle emissions budget for PM_{2.5} is not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

- the build-no-greater-than-no-build test (“build/no-build test”) found at 40 CFR 93.119(e)(1), or
- the no-greater-than-baseline year emissions test (“baseline year test”), described at 40 CFR 93.119(e)(2).

Per the interagency consultation via the Air Quality Conformity Task Force meeting dated May 28, 2015, MTC elected to use the “baseline year test”. In this test, conformity is demonstrated if in each analysis year, the RTP or TIP (the “build” scenarios) on-road motor vehicle emissions are less than or equal to emissions in the “baseline year” emission inventory. The “baseline year” for the 2006 24-hour PM_{2.5} standard is the year 2008¹⁰.

⁹ See BAAQMD’s 2017 Clean Air Plan: *Spare the Air, Cool the Climate* at: http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

¹⁰ Additional information is available here: <https://www.epa.gov/state-and-local-transportation/baseline-year-baseline-year-test-40-cfr-93119>

Under a determination of conformity, the following criteria are applied:

1. The latest planning assumptions and emission models are used.
2. The transportation plan (“RTP”) and program (“TIP”) pass an emissions budget test using a budget that has been found adequate by EPA or an interim emissions test when budgets have not been established.
3. The transportation plan (“RTP”) and program (“TIP”) provide for the timely implementation of TCMs.
4. Interagency and public consultation is part of the process.

III. Conformity Analysis & Results

Approach to Conformity Analysis

The latest planning assumptions were used when preparing this conformity analysis. Regional estimates of future travel data were estimated using MTC’s land use model (referred to as “*Bay Area UrbanSim 2, hereby referred to as BAUS2*”¹¹) and MTC’s activity-based travel model (referred to as “*Travel Model 1.5.2*”¹²). This integrated model framework allows for analysis of how transportation strategies affect the surrounding land use pattern, as well as how changes to residential and commercial activity affect transportation demand. *Travel Model 1.5.2* was developed for the Horizon initiative (the predecessor to Plan Bay Area 2050) and added representation for transportation demand management initiatives, commute trip reduction programs at major employers, ride-hailing (or Transportation Network Companies – TNC) and taxi modes and estimation of autonomous vehicle travel. The model forecasts travel activity on the Bay Area transportation network for a typical weekday across all modes.

This conformity analysis for the 2025 TIP and Plan Bay Area 2050 involves a sequence of modeling tools used together to create and study regional transportation investment impacts. The regional growth forecast is the first step, identifying how much the Bay Area might grow between the plan baseline year (2015) and the plan horizon year (2050), including population, jobs, households, and associated housing units. The location of these households and jobs are then projected on a more localized level throughout the Bay Area by Land Use Model (*BAUS2*, which represents the potential effects of land use strategies and infrastructure investments. These first two models each represent the entire sequence of years in five-year increments, starting with the plan baseline year and ending at the plan horizon year. Finally, the travel model is used to analyze an average weekday for a single given model year, simulating a day’s worth of travel for each Bay Area resident given their daily activities and enabling staff to understand the effects of transportation strategies on daily vehicle miles traveled, transit ridership and active transportation.

BAUS2 and *Travel Model 1.5.2* work as a system to capture the interaction between transportation and land use. Accessibility to a variety of destinations and amenities is a key driver in both household and business location choice. For instance, households often prefer locations near employment, retail, and similar households but avoid other features such as industrial land use. Business preferences vary by sector with some firms looking for locations popular with similar firms (e.g., Silicon Valley) while others

¹¹ Additional information is available here: https://github.com/BayAreaMetro/bayarea_urbansim

¹² Additional information is available here:

https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf

desire locations near an airport or university. In all cases, the accessibility between a given location in the region (defined as a transportation analysis zone or TAZ) and all other locations/TAZs is provided to *BAUS2* by *Travel Model 1.5.2*. This data represents overall regional accessibility for future years considering changing infrastructure and policy.

Moving in the other direction, *BAUS2* provides the travel model with a projected land use pattern and spatial distribution of activities for each year into the future. This pattern includes the location of housing, jobs, and other activities that serve as the start and end locations for trips predicted by the travel model. This information is provided to the travel model at a TAZ level aggregation for each future year examined. Overall, the linkages between the two models allow land use patterns to evolve in relation to changes in the transportation system and for future travel patterns to reflect dynamic shifts in land use, thus representing long-term induced demand.

Travel Model 1.5.2 generates spatially- and temporally- specific estimates of travel data—roadway usage and speed. This travel data is input into CARB’s latest Emission FACTors (EMFAC2021) ¹³ model to estimate on-road motor vehicle emissions. CARB officially released an updated version of the EMFAC2021 software to the public on Monday, May 2, 2022. EMFAC2021 is the latest emission inventory model that CARB uses to assess emissions from on-road motor vehicles including cars, trucks, and buses in California, and to support CARB’s planning and policy development. This newest model reflects CARB’s current understanding of statewide and regional vehicle activities, emissions, and recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy-Duty Omnibus regulations. It represents the next step forward in the ongoing improvement for EMFAC. EPA’s approval of the EMFAC2021 emissions model (and EMFAC2017 adjustment factors) for SIP, conformity purposes, and applicable CAA purposes effective November 15, 2022.

EMFAC2021 model offers a variety of new features such as:

- Expansion of fuel technologies to include Plug-in Hybrid Electric Vehicles (PHEV) and Natural Gas (NG) powered vehicles.
- Energy Consumption: EMFAC2021 now includes estimates of energy consumption from light- and heavy-duty zero emission vehicles (ZEV)
- Ammonia Emissions: For the first time, ammonia (NH₃) emissions are being included in the EMFAC model.
- Expansion of Heavy-Duty Truck Categories
- A New Heavy-Duty VMT Forecasting Framework (Section 4.5.2): EMFAC2017 projected diesel heavy-duty VMT at a statewide level based on a regression model fitted to historical diesel fuel sales data.

During EMFAC2021 development, CARB staff worked closely with EPA and Caltrans to conduct a comprehensive brake wear testing using the European Commission Joint Research Committee (JRC) protocol/procedure. Specifically, this involved measuring emissions with a brake dynamometer simulating real-world conditions. The testing would look at the most popular brake configurations and would address¹³ regenerative braking. CARB’s Heavy-Duty Inspection and Maintenance (HD I/M) Regulation was a new program which started in January 2023 to ensure polluting, poorly maintained heavy-duty vehicles operating in California are quickly identified and repaired. The majority of densely populated areas in California, such as the South Coast and San Joaquin Valley air basins, exceed federal

¹³ https://ww2.arb.ca.gov/sites/default/files/2021-08/emfac2021_technical_documentation_april2021.pdf

ozone and PM_{2.5} standards. Many major populated regions and economically disadvantaged communities are situated near heavy trucking traffic areas. The HD I/M program is critical for achieving SIP commitments and moving closer to meeting federal ambient air quality standards and improving public health in these regions, across the State, and especially in disadvantaged communities disproportionately impacted by air pollution.

CARB's HD I/M regulation's emissions reduction were not included in the current version of EMFAC2021 due to fact the regulation was approved after the model was released. Therefore, on May 26, 2023, EPA approved CARB's HD I/M adjustment factors for EMFAC2021 and EMFAC2017 for regional emissions analyses in transportation plan and TIP conformity determinations, and not for CO, PM₁₀, or PM_{2.5} hot-spot analysis for project-level conformity determinations. As described in CARB's February 17, 2023 document titled "EMFAC Off-Model Adjustment Factors to Account for Emission Benefits of the Heavy-Duty Vehicle Inspection and Maintenance Program," the EMFAC2021 HD I/M adjustment factors in Appendix J-1 apply to EMFAC2021 total emissions for each calendar year, vehicle category, and region in the EMFAC model. The interim off-model adjustment factors have been developed for three regions: South Coast Air Basin, San Joaquin Valley Air Basin, and the rest of California (i.e., regions not within the South Coast or San Joaquin Valley air basins).¹⁴

Analysis Years

The analysis years for the budget and baseline year tests are to be within five years from the date the analysis is done, the horizon year of the RTP and intermediate years as necessary so that analysis years are not more than ten years apart. For this conformity analysis, the analysis years are 2025, 2030, 2040 and 2050 for the 2008 and 2015 ozone and 2006 PM_{2.5} standards. MTC used *Travel Model 1.5.2* to forecast travel data for the 2025, 2030, 2040 and 2050 analysis years. The forecasted travel data for each analysis year were then input into the EMFAC2021 model to calculate on-road motor vehicle emissions.

Consultation Process

MTC has consulted on the preparation of this conformity analysis with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force is composed of representatives of EPA, CARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The Conformity Task Force reviews the analysis assumptions, consults on TCM implementation issues, and reviews the results of the conformity analysis. The task force meetings are open to the public. Consultation with the Air Quality Conformity Task Force regarding the preparation of this conformity analysis has taken place and will include discussions on the following meeting dates:

April 2024: Presentation of the approach to Conformity Analysis for the 2025 TIP.

May 2024: 2025 TIP Conformity Analysis conducted.

June 2024: Public release and Task Force discussion of the Draft Conformity Analysis for the 2025 TIP.

July 2024 (Upcoming): Air Quality Conformity Task Force briefing on responses and comments to the Draft Conformity Analysis for the 2025 TIP.

¹⁴ Additional information is available here:

https://ww2.arb.ca.gov/sites/default/files/2023-05/epa_emfac_hd_im_adj_letter.pdf

September 2024 (Upcoming): MTC Planning Committee and Commission approval of the Final Conformity Analysis for the 2025 TIP.

Comparison of Motor Vehicle Emissions to Budgets

As explained earlier in “Approved Motor Vehicle Emissions Budgets and Conformity Tests,” on-road motor vehicle emissions budgets are established in the SIP for VOCs and NO_x. To make a positive conformity finding, the regional on-road motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts, and on-road motor vehicle emission calculations are described in the following section.

Ozone Motor Vehicle Emission Budgets

For VOC and NO_x, the on-road motor vehicle emission budgets also reflect emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 2).

Table 2: VOC and NO_x Emissions Budgets from 2001 Ozone Attainment Plan (tons/day)

| VOC | |
|---|-------|
| 2006 On Road Motor Vehicle Emissions | 168.5 |
| 2006 Mobile Source Control Measure Benefits | (4.0) |
| 2006 TCM Benefits | (0.5) |
| 2006 Emissions Budget | 164.0 |
| NO _x | |
| 2006 On Road Motor Vehicle Emissions | 271.0 |
| 2006 TCM Benefits | (0.7) |
| 2006 Emissions Budget | 270.3 |

The vehicle activity forecasts by analysis year for the 2025 TIP and Plan Bay Area 2050 (the “build” scenarios) are shown in Table 3. The regional growth forecast has the most significant effect on transportation trends over the Plan horizon. The 1.4 million new households and 1.4 million new jobs forecasted between 2015 and 2050 lead to more demand on the region’s transportation systems and increases to vehicles in use, daily VMT, and daily engine starts (as reflected in Table 3).

To assist in addressing housing affordability and growth estimation uncertainty, the regional growth forecast is a more policy-conscious effort which focuses on these uncertainties, in addition to the policy linkages. The development estimation methodology for the region adopted by the ABAG Executive Board in September 2019 enables the regional growth forecast to incorporate changes in strategies affecting the level of growth in the region, while also affecting affordability, equity, economic mobility, and other critical outcomes.

Daily VMT is forecasted to increase from 2015, albeit at a rate slower than forecasted population growth. As a result, daily VMT per capita is forecasted to decrease over time because of the Plan’s strategies. Travel data (from MTC’s *Travel Model 1.5.2*) was input into CARB’s EMFAC2021 emissions model, thereby generating regional vehicle activity and emissions estimates.

In addition, MTC will use the 1-hour motor vehicle emissions budget from the 2001 Ozone Attainment Plan as the 8-hour motor vehicle emissions budget to demonstrate conformity to both the 2008 and

2015 8-hour ozone standards. The ozone budgets for VOCs and NO_x were compared to quantified emissions for analysis years 2025, 2030, 2040, and 2050.

Table 3: Vehicle Activity Forecasts

| | 2025 | 2030 | 2040 | 2050 |
|---------------------|------------|------------|------------|------------|
| Vehicles in use | 4,600,160 | 4,714,345 | 5,061,888 | 5,517,931 |
| Daily VMT (1000s) | 169,364 | 170,624 | 180,069 | 192,492 |
| Daily Engine Starts | 23,327,832 | 23,908,051 | 25,738,872 | 28,190,581 |

Comparison of Estimated Regional On-Road Motor Vehicle Emissions to the Ozone Precursor Budgets

The vehicle activity forecasts for the 2025 TIP and Plan Bay Area 2050, Table 3, are converted to emission estimates by MTC using EMFAC2021. Table 4 compares the results of the various analyses with the applicable budgets. The analyses show that the on-road motor vehicle emissions are substantially below the budgets.

Table 4: Emissions Budget Comparisons for Ozone Precursors – Summertime Conditions (tons/day)

| Year | VOC Budget ¹ | On-Road Motor Vehicles Net VOC Emissions ² | On-Road Motor Vehicles Net VOC Emissions with 2001 Ozone Plan TCM Benefits ⁴ |
|------|-------------------------|---|---|
| 2025 | 164.0 | 29.54 | 29.04 |
| 2030 | 164.0 | 23.99 | 23.49 |
| 2040 | 164.0 | 19.13 | 18.63 |
| 2050 | 164.0 | 18.15 | 17.65 |

| Year | NO _x Budget ¹ | On-Road Motor Vehicles Net NO _x ^{2,3} | On-Road Motor Vehicles Net NO _x Emissions with 2001 Ozone Plan TCM Benefits ⁴ |
|------|-------------------------------------|---|---|
| 2025 | 270.3 | 31.82 | 31.12 |
| 2030 | 270.3 | 23.10 | 22.40 |
| 2040 | 270.3 | 16.85 | 16.15 |
| 2050 | 270.3 | 16.22 | 15.52 |

¹ 2001 Ozone Attainment Plan

² The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

³ CARB EMFAC2021 HD/IM off-model adjustment factors applied to years 2025 thru 2050.

⁴ TCM Reduction Benefits of (0.5) tons/day of ROG and (0.7) tons/day of NO_x applied to all On-Road Motor Vehicles emission inventories in the Table 4 above.

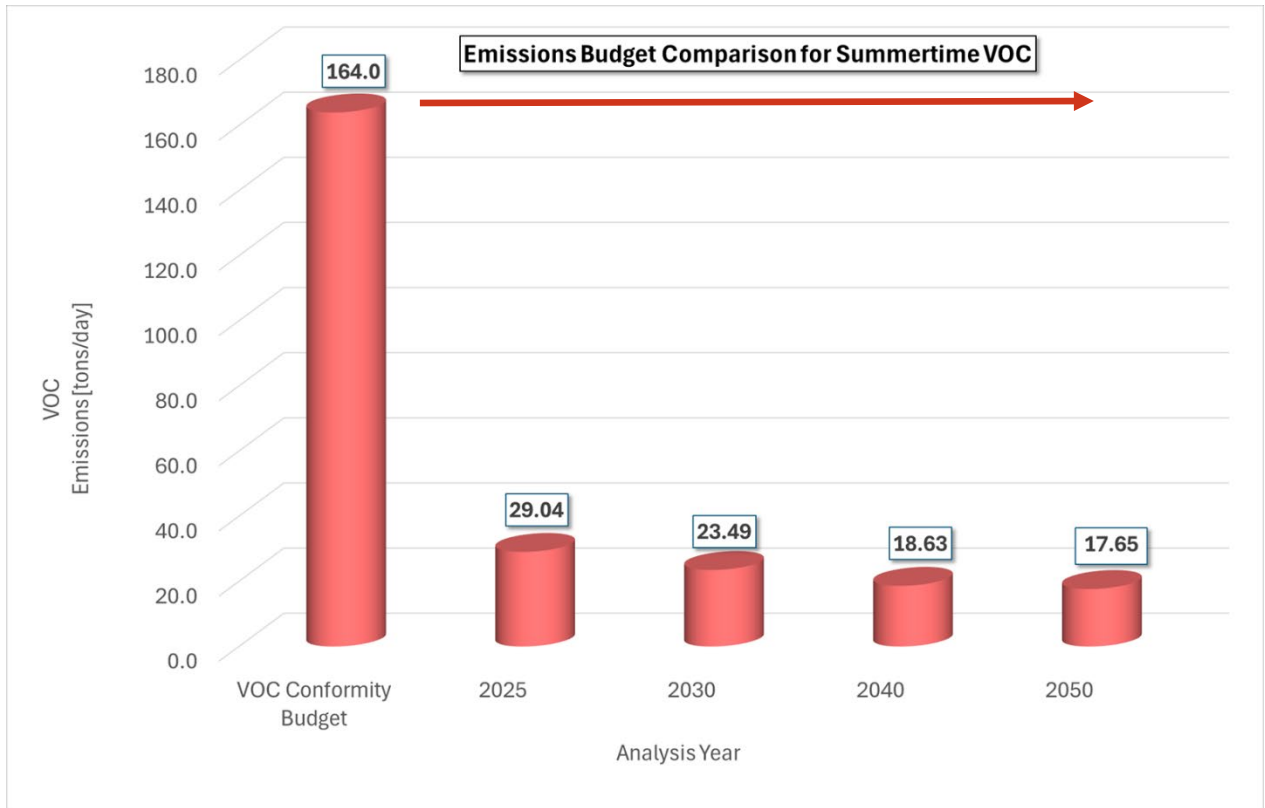


Figure 3: Emissions Budget Comparisons for Ozone Precursors (VOC)
 The horizontal **RED** line represents the **164.0** tons per day VOC emission budget for the Ozone pollutant where emissions for analysis years cannot exceed the budgets for those years.

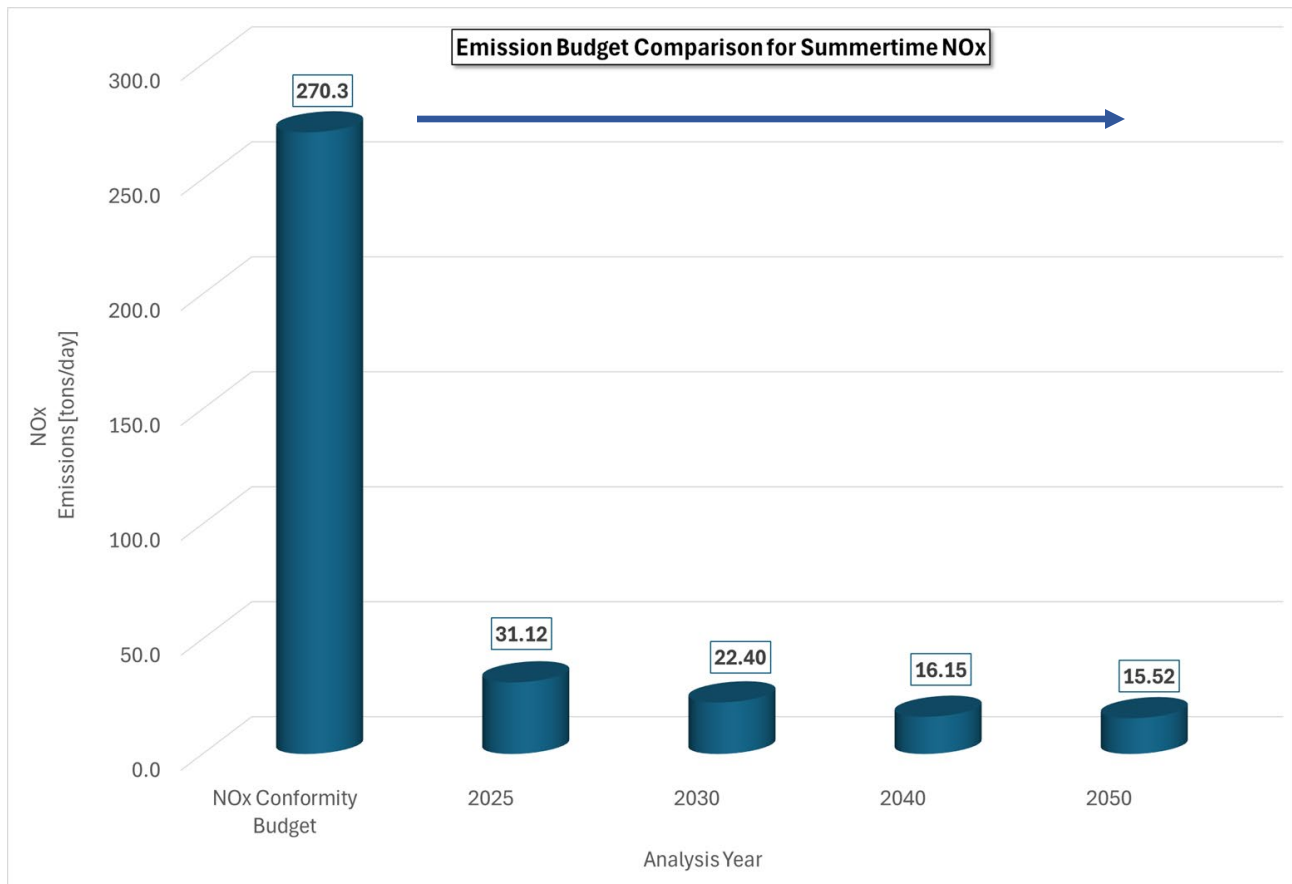


Figure 4: Emissions Budget Comparisons for Ozone Precursors (NO_x)
 The horizontal **BLUE** line represents the **270.3** tons per day NO_x emission budget for the Ozone pollutant where emissions for analysis years cannot exceed the budgets for those years.

The estimated effectiveness of the various TCMs, given their current implementation status, is shown in Table 5. TCMs A through E are fully implemented. They have achieved the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NO_x by 2006.

Table 5: Emission Reductions for Transportation Control Measures A – E in State Implementation Plan (tons/day)

| TCM | VOC Emission Reductions through December 2006 | NO _x Emission Reductions through December 2006 |
|---|---|---|
| TCM A: Regional Express Bus Program | 0.20 | 0.20 |
| TCM B: Bicycle/Pedestrian Program | 0.04 | 0.03 |
| TCM C: Transportation for Livable Communities | 0.08 | 0.12 |
| TCM D: Expansion of Freeway Service Patrol | 0.10 | 0.25 |
| TCM E: Transit Access to Airports | 0.09 | 0.13 |
| Total Reductions | 0.5 | 0.7 |

Baseline Year Emissions Test for PM_{2.5}

For the baseline year test, emissions for both directly emitted PM_{2.5} and NO_x (as the precursor to PM_{2.5} emissions) were compared to the analysis years of 2025, 2030, 2040 and 2050. The Bay Area generally

experiences its highest particulate matter concentrations in the winter and exceedances of the 24-hour national PM_{2.5} standard almost always occur between November and February. Therefore, the inputs used for the baseline year test in the analysis for PM_{2.5} and NO_x were for the winter season. Note, particulate matter levels in the Bay Area can experience occasional spikes in response to wildfires that occur either within the region or in adjacent regions.¹⁵

The vehicle activity forecasts by analysis year for the 2025 TIP and Plan Bay Area 2050 the “build” scenarios) are shown in Table 6. Travel data (from MTC’s *Travel Model 1.5.2*) was input into CARB’s EMFAC2021 emissions model, thereby generating regional vehicle activity and emissions estimates.

Table 7 presents the results of the Baseline Year test for the PM_{2.5} emissions and the NO_x precursor for the 2006 24-hour PM_{2.5} standard. Regional conformity analyses must be completed for directly emitted PM_{2.5} (40 CFR 93.102(b)(1)). Directly emitted PM_{2.5} includes exhaust, brake, and tire wear emissions.

Table 6: Vehicle Activity Forecasts for the PM_{2.5} Baseline Year Test

| | 2008 Baseline Year | 2025 | 2030 | 2040 | 2050 |
|-------------------|-----------------------|------------|------------|------------|------------|
| Vehicles in Use | 4,503,765 | 4,600,160 | 4,714,345 | 5,061,888 | 5,517,931 |
| Daily VMT (1000s) | 154,100 | 169,364 | 170,624 | 180,069 | 192,492 |
| Engine Starts | 22,756,344 | 23,327,832 | 23,908,051 | 25,738,872 | 28,190,581 |

¹⁵ See BAAQMD’s 2017 *Clean Air Plan: Spare the Air, Cool the Climate* at: http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

Table 7: Emissions Comparison for the PM_{2.5} Baseline Year Test¹

| | 2008 Baseline Year | 2025 ² | 2030 ² | 2040 ² | 2050 ² |
|-------------------|-----------------------|-------------------|-------------------|-------------------|-------------------|
| PM _{2.5} | 8.21 | 1.67 | 1.65 | 1.60 | 1.69 |
| NO _x | 227.71 | 36.41 | 26.37 | 20.75 | 18.55 |

¹ Emissions for wintertime only

² CARB HD/IM EMFAC2021 off-model adjustment factors applied to years 2025 thru 2050

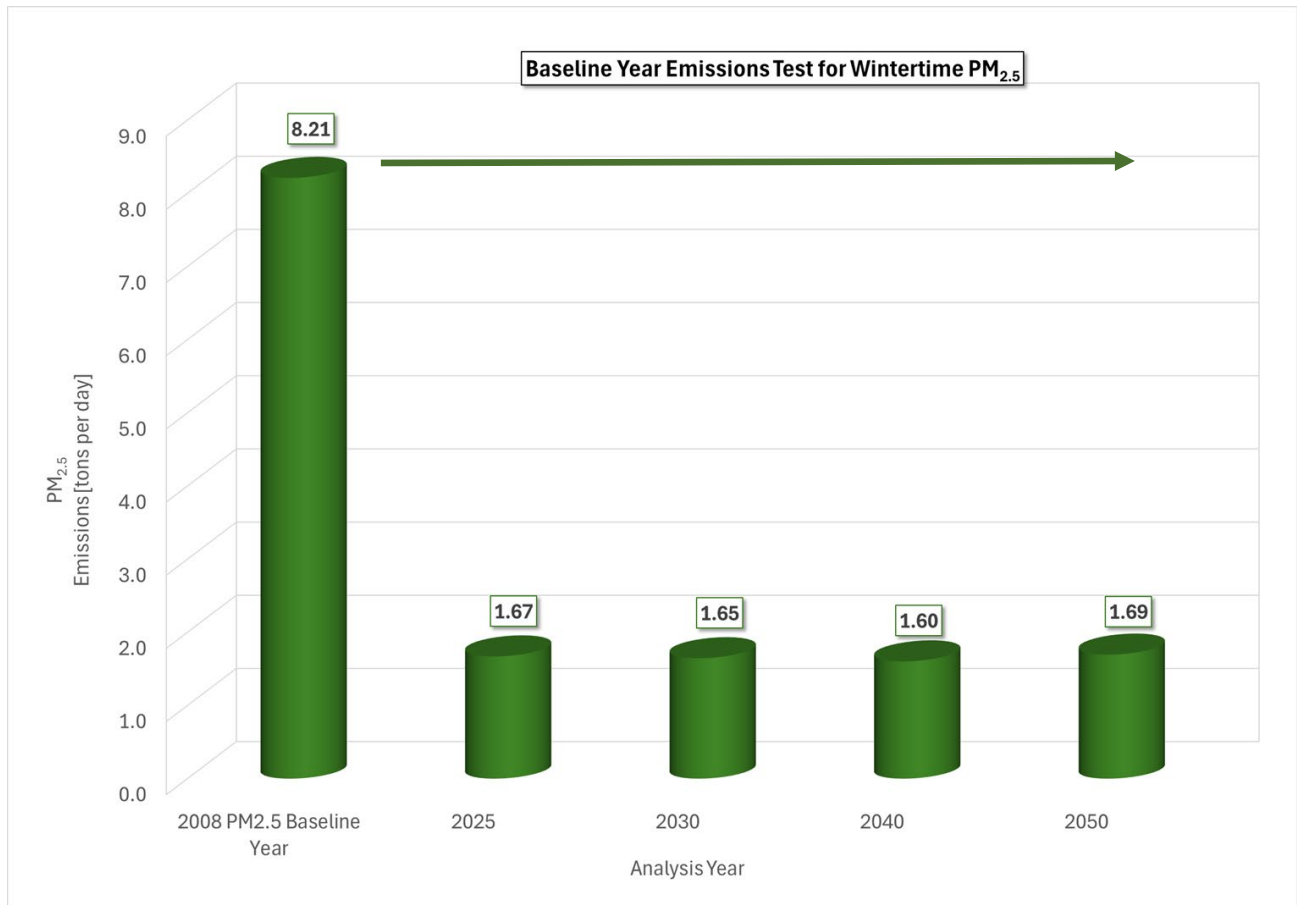


Figure 5: Baseline Year Emissions Test for PM_{2.5}

The horizontal **GREEN** line represents the **8.21** tons per day Year 2008 Baseline Year Emissions for the PM_{2.5} pollutant where emissions for analysis years cannot exceed the budgets for those years.

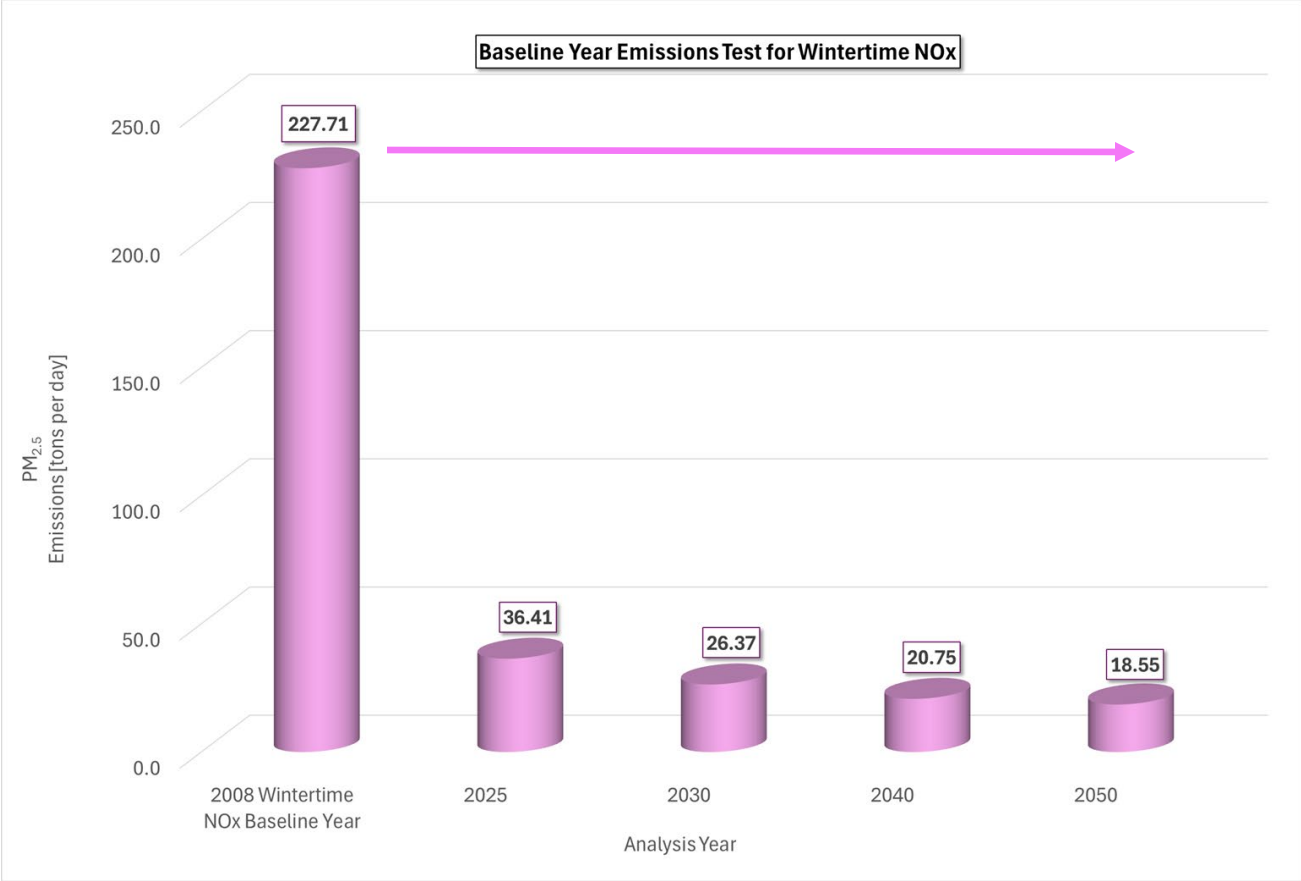


Figure 6: Baseline Year Emissions Test for Wintertime NO_x
 The horizontal **PURPLE** line represents the **227.71** (NO_x emissions) tons per day Year 2008 Baseline Year for the PM_{2.5} pollutant where emissions for analysis years cannot exceed the budgets for those years.

IV. Transportation Control Measures

History of Transportation Control Measures

TCMs are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, and increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation-Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to carbon monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court’s April 19, 1991, order. Carbon monoxide standards have been achieved primarily using oxygenated/reformulated fuels in motor vehicles and with improvements in the Smog Check program.
- As part of EPA’s partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two (2) of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new TCMs were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizen’s lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004, MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15 percent over 1982-83 levels by November 2006 (*Bayview Hunters Point Community Advocates v. Metropolitan Transportation Commission*, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

Table 8: Transportation Control Measure in the State Implementation Plan

| TCM | Description |
|--|---|
| Original TCMs from 1982 Bay Area Air Quality Plan | |
| TCM 1 | Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983 |
| TCM 2 | Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987 |
| TCM 3 | Seek to Expand and Improve Public Transit Beyond Committed Levels |
| TCM 4 | High Occupancy Vehicle (HOV) Lanes and Ramp Metering |
| TCM 5 | Support RIDES Efforts |
| TCM 6 ¹ | Continue Efforts to Obtain Funding to Support Long Range Transit Improvements |
| TCM 7 | Preferential Parking |
| TCM 8 | Shared Use Park and Ride Lots |
| TCM 9 | Expand Commute Alternatives Program |
| TCM 10 | Information Program for Local Governments |
| TCM 11 ² | Gasoline Conservation Awareness Program (GasCAP) |
| TCM 12 ² | Santa Clara County Commuter Transportation Program |
| Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131) | |
| TCM 13 | Increase Bridge Tolls to \$1.00 on All Bridges |
| TCM 14 | Bay Bridge Surcharge of \$1.00 |
| TCM 15 | Increase State Gas Tax by 9 Cents |
| TCM 16 ¹ | Implement MTC Resolution 1876, Revised — New Rail Starts |
| TCM 17 | Continue Post-Earthquake Transit Services |
| TCM 18 | Sacramento-Bay Area Amtrak Service |
| TCM 19 | Upgrade Caltrain Service |
| TCM 20 | Regional HOV System Plan |
| TCM 21 | Regional Transit Coordination |
| TCM 22 | Expand Regional Transit Connection Ticket Distribution |
| TCM 23 | Employer Audits |
| TCM 24 | Expand Signal Timing Program to New Cities |
| TCM 25 | Maintain Existing Signal Timing Programs |
| TCM 26 | Incident Management on Bay Area Freeways |
| TCM 27 | Update MTC Guidance on Development of Local TSM Programs |
| TCM 28 | Local Transportation Systems Management (TSM) Initiatives |
| New TCMs in 2001 Ozone Attainment Plan | |
| TCM A | Regional Express Bus Program |
| TCM B | Bicycle/Pedestrian Program |
| TCM C | Transportation for Livable Communities |
| TCM D | Expansion of Freeway Service Patrol |
| TCM E | Transit Access to Airports |

¹ Deleted by EPA action from ozone plan

² Deleted by EPA action from ozone plan but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

Table 9: Implementation Status of Federal Transportation Control Measures for Ozone (A – E)

| # | TCM | Description | Ozone Attainment Plan Implementation Schedule | Implementation Status |
|---|--|---|--|--|
| A | Regional Express Bus Program | Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC. | FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators | \$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented. |
| B | Bicycle / Pedestrian Program | Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded. | FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC. | MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented. |
| C | Transportation for Livable Communities (TLC) | Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse | FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC | In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November |

environmental impacts. Actual emission reductions will be based on the projects funded.

2004, MTC approved \$500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million.

TCM C is fully implemented.

D Additional Freeway Service Patrol
 Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.

FY 2001.
 Complete by maintaining increase in FSP mileage through December 2006

FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas.

TCM D is fully implemented.

E Transit Access to Airports
 Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.

BART – SFO service to start in FY 2003.
 Complete by maintaining service through December 2006

Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued.

TCM E is fully implemented.

V. Response to Public Comments

To be updated in Final Transportation-Air Quality Conformity Analysis for the 2025 TIP.

VI. Conformity Findings

Based on the analysis, the following conformity findings are made:

- This conformity analysis was conducted in accordance with EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 3757.
- The 2025 Transportation Improvement Program and Plan Bay Area 2050 provide for implementation of TCMs pursuant to the following federal regulation:
 - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
 - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
 - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in the 2025 Transportation Improvement Program and Plan Bay Area 2050 are lower than the applicable motor vehicle emission budgets for the 2008 and 2015 national 8- hour ozone standards.
- For PM_{2.5} and NO_x, the Baseline Year test shows that the motor vehicle emissions are lower under the Build scenario for the various analysis years when compared to the baseline year emissions scenario.

Appendix J-1

List of Projects in the 2025 Transportation Improvement Program

List of 2025 TIP Projects by County and Air Quality Status

| County | Sponsor | Project Name | Project Description | TIP ID | RTP ID | Air Quality Description | Conformity Analysis Year |
|----------------------------|---------|--|--|-----------|------------|--|--------------------------|
| Non-Exempt Projects | | | | | | | |
| Alameda | ACTC | Oakland/Alameda Access Project | Between Fallon Street and Washington Street: Reconfigure interchanges and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area. Removal, reconstruction and reconfiguration of ramps with I-880 and I-980 including a new horseshoe connector between Posey Tube and I-880, removal of NB I-880/Broadway off-ramp viaduct, construction of a new through 6th Street connecting Oak Road to Broadway, reconstruction of Westbound I-980/Jackson Street off-ramp, widening of the NB 880 Oak St off-ramp, construction of new sidewalks, bicycle lanes and bike paths, intersection improvements, and local street modifications in downtown Oakland, China Town, Jack London Square, and within City of Alameda. | ALA070009 | 21-T06-024 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | Hayward | Rt 92/Clawiter/Whitesell Interchange Improvements | Hayward: Rt 92/Clawiter Rd: Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections. | ALA090016 | 21-T06-041 | Non-Exempt (N/A) - N/A | 2040 |
| Alameda | Hayward | I-880 Auxiliary lanes at Industrial Parkway | Hayward: I-880 NB between Industrial Pkwy and Alameda Creek I-880 SB between Industrial Pkwy and Whipple Rd: Construct auxiliary lanes | ALA090020 | 21-T06-024 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | Hayward | I-880/Industrial Parkway West Interchange | In Hayward: At I-880/Industrial Parkway West: Reconstruct the interchange including replacement of overcrossing structure and a new 2-lane northbound off-ramp by realigning a section of Ward Creek. Realign northbound diagonal on-ramp, widen and realign southbound off-ramp, construct a southbound loop on-ramp to provide a HOV bypass. Create an auxiliary lane along northbound I-880 between Industrial Parkway West Interchange and Whipple Road/Industrial Parkway Southwest Interchange by restriping existing lanes and shoulders. This project includes widening of local streets to provide dedicated bikeways and sidewalks, signalization modifications and construction of a multi use bike and pedestrian path over the new overcrossing structure. | ALA110002 | 21-T06-024 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | Dublin | Dublin Blvd. - North Canyons Pkwy Extension | Alameda County, Dublin and Livermore: Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd: Construct four lane extension. The new extended street is planned to have bike lanes, off-street Class I trail, sidewalks, landscaping curb and gutter, traffic signals, a raised median, bus stops, and all street utilities. This project will consider the provision of dedicated transit lanes and/or queue jump lanes in addition to the mixed flow travel lanes for higher level of transit service with 10 to 20 minute headways during appropriate peak demand periods. This project will also require enhanced multimodal connectivity to various land uses along its stretch and at its terminus, including creating connectivity to 5 PDAs in two cities. | ALA150003 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | ACTC | East Bay Greenway Phase 2 | Generally along the BART alignment from Fruitvale BART station to South Hayward BART station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that generally follows the BART alignment from Fruitvale Station to South Hayward Station. The project would span approximately 13 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and Hayward. The project would utilize a combination of BART and Union Pacific Railroad (UPRR) Oakland Subdivision rights-of-way as well as adjacent streets including San Leandro Streets, San Leandro Blvd, and Whitman St. Many sections of the project will be constructed under the elevated BART tracks. Two road diet segments are included, from 47th Ave. to Seminary Ave. in Oakland and from Broadmoor Blvd. to Peralta Ave. in San Leandro, and intersections will be modified at various locations for enhanced bicycle and pedestrian safety. | ALA150008 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Alameda | ACTC | State Route 262 (Mission Blvd) Improvements | In Fremont: Mission Blvd/I-680 IC: Implement interchange improvements at I-680, new freeway lanes between I-680 and I-880 that create grade separations at Mohave Drive and Warm Springs Boulevard. Reconstruct local access with one-way frontage roads between Warm Springs Boulevard and I-680. The project construction will likely be phased to construct a fundable project that meets independent utility. | ALA170001 | 21-T06-046 | Non-Exempt (N/A) - N/A | 2050 |
| Alameda | ACTC | I-880/Whipple Rd Industrial Pkwy SW I/C Imps | Union City/Hayward: at I-880/Whipple Rd Interchange: Implement interchange improvements including widening and reconfiguration of northbound diagonal off-ramp, northbound off-ramp, northbound diagonal on-ramp, northbound on-ramp widening of Industrial Parkway Southwest, an auxiliary lane on northbound I-880 from the Alvarado Niles Road interchange to the Whipple Road-Industrial Parkway SW interchange, local street intersection improvements, and construction of ped/bike improvements. | ALA170005 | 21-T06-024 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | ACTC | I-680 Express Lanes from SR84 to Alcosta Boulevard | Alameda and Contra Costa Counties: SB I-680 from SR-84 to north of Alcosta Blvd: express lane improvements (Phase 1) NB and SB I-680 from SR-84 to north of Alcosta Blvd: Widen for express lanes (Phase 2). Project limit in Alameda County are PM10.6 to PM21.9 and in Contra Costa County are PM0.0 to PM1.1 | ALA170009 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | MTC | Bay Bridge Forward - West Grand HOV/Bus Only Lane | Oakland: Along W Grand Ave from Mandela Pkwy through the I-80 on-ramp: Phase 1 of the project was completed in 2019, where a portion of shoulder (approximately 1,300 feet) at the on-ramp was converted to a bus/HOV lane. Phase 2 of the project will convert approximately half a mile of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge. The lane will be designated as a full-time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours. In addition, the project will also provide a multiuse path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway. | ALA170011 | 21-T06-049 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Alameda | ACE | ACE Platform Extensions | ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets | ALA170042 | 21-T11-105 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |

List of 2025 TIP Projects by County and Air Quality Status

| | | | | | | | |
|---------|-----------------|--|---|-----------|------------|--|-------------|
| Alameda | Dublin | I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2 | In Dublin: I-580/Fallon Rd I/C: Phase 2 reconstruct overcrossing to provide four-lanes in each direction, reconstruct the southbound to eastbound loop on-ramp, widen the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes, widen the eastbound on-ramp, widen the westbound off-ramp to provide two left turn and two right turn lanes, and widen the westbound on-ramp, add new bicycle lanes and sidewalks to close a significant gap in these modes I-580 Hacienda Drive Interchange: Reconstruct overcrossing to provide additional northbound lane, widen the eastbound off-ramp to include a third left-turn lane, modify the westbound loop on-ramp, and widen the westbound off-ramp to include a third left-turn lane, and add new bicycle lanes and sidewalks to close a significant gap in these modes. The project will be phased. | ALA170045 | 21-T06-019 | Non-Exempt (N/A) - N/A | 2040 |
| Alameda | Hayward | I-880 I/C Improvements (Winton Ave and A St) | Hayward: I-880/A St. I/C: Reconstruct interchange, add bike lanes, modify signals and reconfigure intersections to improve truck-turning maneuvers. The interchange reconstruction will provide Caltrans with additional width on the I-880 mainline to accommodate auxiliary lanes in each direction between the I-880/Winton Avenue and I-880/A Street interchanges. This project has potential/conditional funding through Local Area Transportation Improvement Program (LATIP). | ALA170046 | 21-T06-024 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | ACTC | 7th Street Grade Separation West | Oakland: Within the Port: Implement roadway and rail improvements including realigning and grade separating the intersection of 7th Street and Maritime St and constructing a rail spur underneath connecting the Joint Intermodal Terminal and the Oakland Harbor Intermodal Terminal yard, also reconstruct and widen the existing multi-use path. | ALA170086 | 21-T07-055 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | MTC | Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext | Alameda County: On I-580 westbound approach to the San Francisco-Oakland Bay Bridge toll plaza from the SR 24/I-980 interchange to I-80: convert one general purpose lane to an HOV lane. This is part of Bay Bridge Forward 2020. | ALA190018 | 21-T06-049 | Non-Exempt (N/A) - N/A | 2025 |
| Alameda | AC Transit | AC Transit: Quick Builds Transit Lanes | Berkeley: Durant Ave between Ellsworth and College and construct "red carpet" bus only lanes and minor bus improvements such as bus bulbs. | ALA210018 | 21-T10-065 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Alameda | Oakland | West Oakland Howard Terminal Downtown | Oakland: MacArthur Blvd between Alma Ave and 13th Ave: Design and construct "red carpet" bus only lanes and minor bus improvements such as bus bulbs. | ALA210023 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Alameda | Oakland | Oakland Grand Avenue Roadway Improvements | Oakland: Grand Ave between MacArthur and Mandela: Enhance alternative transportation opportunities to connect diverse communities with jobs, education, services, and various regional transportation connections. This project will implement improvements to bus operations, walking, and biking without impeding the necessary goods movement by freight. These improvements will include transit signal priority, bus only lanes, a continuous bike facility, sidewalk improvements, and a road diet on Grand Avenue between Mandela and Macarthur (from four lanes to two lanes). | ALA210024 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Alameda | Dublin | Tassajara Road Widening | Dublin: Tassajara Road between North Dublin Ranch Drive and Quarry Lane School Road: Widen and improve approximately 1/2 mile of Tassajara Road to a four-lane arterial standard, with buffered bike lanes, sidewalks, landscaped median, stormwater treatment areas, and other associated street improvements including pavement replacement, grinding/overlay, and cross slope correction operations, new and revised striping. The widening project will increase the capacity of Tassajara Road and accommodate future traffic in the next 10 to 15 years generated by several approved developments in eastern Dublin and in Contra Costa County. PBA2050 ID is 21-T07-056 | ALA210026 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | MTC | BBF: I-80 WB Bus Only Lane Extension | Alameda County: On I-80 westbound between SFOBB Toll Plaza and Powell Street interchange: Construct a bus only or HOV lane to reduce transit delays and increase reliability. When completed, the project will extend the existing bus lane on I-80 approaching the (SFOBB) Toll Plaza to the Powell Street westbound on-ramp that serves as a queue jump lane for buses to bypass congestion and improve operations. | ALA210028 | 21-T06-049 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | CCJPA | CCJPA SR84 Intermodal Bus Facility | Fremont: On SR84 near the Ardenwood Park-n-Ride: Construct an intermodal bus facility including the addition of westbound and eastbound bus stop platforms on SR84, allowing buses to pick-up and drop-off passengers from the Park-n-Ride at the elevated highway level. This will reduce bus travel time, especially during congestion, since buses will not need to get on and off SR84 to pick up and drop off passengers using the Park-n-Ride | ALA210033 | 21-T11-111 | Non-Exempt (N/A) - N/A | Not Modeled |
| Alameda | Fremont | Irvington BART Station | Fremont: Along the BART corridor in the Irvington District, adjacent to the future alignment of the East Bay Greenway and the future Sabercat Trail (north fork): Construct a new BART station | ALA230004 | 21-T11-104 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | Valley Link | Valley Link Rail System (Phase 1) | Construction of a new 22-mile, four-station passenger rail system between the Dublin/Pleasanton BART station in Alameda County and the Mountain House Community Services District in San Joaquin County including stations at Isabel Avenue and Southfront Road in the City of Livermore. | ALA230204 | 21-T11-114 | Non-Exempt (N/A) - N/A | 2030 |
| Alameda | Port of Oakland | Port of Oakland Green Power Microgrid | Plan, design, and install 145 chargers for battery-electric heavy duty trucks and cargo handling equipment in the Seaport; and 1 megawatt (MW) of solar panels; and up to 6.5 MW of battery storage; and associated substation upgrades. This project will support and accelerate the transition of heavy-duty equipment from diesel to zero emissions, in alignment with the Port's Seaport Air Quality 2020 and Beyond Plan – the Pathway to Zero Emissions. | ALA250222 | 21-T07-055 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |

List of 2025 TIP Projects by County and Air Quality Status

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| Alameda | Union City | East-West Connector: Decoto and Quarry Lakes Pkwy | Union City and Fremont: Decoto Rd from I-880 to SR-238 (Mission Blvd): Widen roadway and implement complete streets improvements. Decoto Complete Streets is a transit priority corridor with separate Class I system for bikes and pedestrians Quarry Lakes Pkwy alignment between Paseo Padre Pkwy and SR-238: Construct new, 4-lane multimodal corridor. QLP is a new four-lanes, multimodal corridor with buffer bike lanes and separated Class I trail for bikes and pedestrian with landscaped areas, street trees, and utilities to support the 100 acres Union City BART Station PDA. Project will be constructed in usable phases to support new housing developments, access to Union City BART Station and complete trail connections. PBA2050 ID is 21-T07056. Other State funds are SR-84 LATIP funds | ALA978004 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2040 |
| Contra Costa | CCTA | I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 | Contra Costa County. I680/SR4 I/C. Phase 1: NB680 to WB SR4 Connector, construct a two-lane flyover direct connector from NB680 to WB SR4 and remove the existing NB680 to WB SR4 loop, construct auxiliary lanes, a slip ramp and install a ramp metering facility. Phase 2A: extend the SB680 collector-distributor ramp and install a ramp metering facility for the WB SR4 on-ramp. Phase 4: Construct Southbound I-680 to Eastbound SR 4 connector. | CC-010023 | 21-T06-022 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | Hercules | Hercules Intercity Rail Station | Hercules: At future train station: Relocate the Kinder Morgan pipeline, Shell pipeline, fiber optic line construct the 3rd track for the new station, construct the new station building, multi-use trail, retaining walls, and parking structure. | CC-030002 | 21-T11-115 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | Richmond | I-80/Central Avenue - Local Portion | Richmond: I-80/Central Ave Interchange: Improve traffic operations, increase spacing between signalized intersections east of I-80, relocate signal at Pierce St/Central Ave to San Mateo St/Central Ave, convert Pierce St at Central Ave to "right in, right out" access, Construct new roadway between San Mateo St and Pierce St. Project elements include new and removed signals, pavement resurfacing/reconstruction, widened turn pocket, street parking reconfiguration, striping, undergrounding/relocation of power/telecom poles as needed with local funds, underground utility adjustments, relocation of bus stops with possible bus shelter, parking lot reconfiguration, class III bike route, landscaping and bioretention, new and replacement street lighting, and sidewalk, curb ramp, driveway apron, and curb and gutter improvements. PBA2050 ID: 21-TO6-013 | CC-050076 | 21-T06-013 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Contra Costa | Brentwood | Brentwood Boulevard Widening - North (Phase I) | Brentwood: Brentwood Boulevard from Havenwood Avenue to Homecoming Way: Phase I-Widen from 2 to 4 lanes, with two lanes in each direction with two bike lanes, curbs, gutters, medians, sidewalks, street lights and landscaping on each side of the roadway, including a new parallel bridge over Marsh Creek, traffic signal modification at Brentwood Boulevard / Grant Street, and moving overhead power lines, telephone lines and cable lines underground. CIP 336-3162. | CC-070011 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | Concord | SR 242 / Clayton Road Interchange Improvements | Concord: At the SR242/Clayton Rd Interchange: Construct NB on-ramp and SB off-ramp. On ramp will access NB SR242. SB SR242 Off-ramp will intersect Franquette Way near the Clayton west Rd intersection. Current phase- PSR phase to evaluate interchange and local road improvement alternatives. CCTA Website: http://www.ccta.net/projects/project/97 | CC-070024 | 21-T06-045 | Non-Exempt (N/A) - N/A | 2040 |
| Contra Costa | CCTA | Reconstruct I-80/San Pablo Dam Rd Interchange Phas | San Pablo: At the I-80/San Pablo Dam Rd (SPDR) I/C: Reconstruct I/C, includes providing access to McBryde Ave through a new connector. Project will enhance operations and safety for autos, pedestrians, and bicyclists in the vicinity of the interchange. | CC-070035 | 21-T06-013 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | Contra Costa County | Byron Highway - Vasco Road Connection | Contra Costa County: Construct an east-west connection road between Byron Highway and Vasco Road in unincorporated Byron. | CC-070081 | 21-T06-047 | Non-Exempt (N/A) - N/A | 2040 |
| Contra Costa | CCTA | SR 4 Integrated Corridor Management | Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: create an integrated and arterial network along the SR 4 from I-80 in Hercules to the SR 4/SR 160 interchange in Antioch. | CC-150013 | 21-T07-057 | Non-Exempt (N/A) - N/A | 2040 |
| Contra Costa | Brentwood | Brentwood Boulevard Widening - North (Phase II) | Brentwood: Brentwood Blvd. between Homecoming Way and Lone Tree Way: Widen existing roadway from 2 to 4 lanes for 2600 linear feet including curb, gutter, sidewalk, bike lanes, street lights and landscaping | CC-170015 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | Contra Costa County | Camino Tassajara Realignment, S of Windemere Pkwy | Contra Costa County: Camino Tassajara between Windemere Parkway and the City of Dublin: Realign curves along Camino Tassajara, widen roadway to four lanes, and install Class II bike lanes. The project will be coordinated with the City of Dublin to tie into existing improvements along Tassajara Road. | CC-170016 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | CCTA | I-680 NB Express Lane Completion | Contra Costa County: NB I-680 from Livorna Rd to Arthur Rd. 1) From Livorna Rd to SR-242: Extend Managed Lane; 2) From SR-242 to Arthur Rd: Convert Existing HOV Lane to Express Lane; 3) From N Main St to Treat Blvd: Operational improvements; and 4) Various locations along NB I-680: Install limited access buffers and mitigation projects. | CC-170017 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | CCTA | SR-4 Operational Improvements - Initial Phases | State Route 4 Operational Improvements - Eastbound: (a) Extend a lane from the lane drop at Port Chicago Interchange to the Willow Pass Rd off-ramp and end as a mandatory exit lane. (b)Construct a new general purpose lane between the Willow Pass Rd off-ramp and the Willow Pass Rd on-ramp. The new general purpose lane would eliminate the mandatory exit at Willow Pass Rd off-ramp from (a) and connect to the existing auxiliary lane between Willow Pass Rd on-ramp & San Marco Blvd off ramp. Construct a second exit lane at the EB SR4 off-ramp to San Marco Blvd to accommodate existing and future peak hour traffic volumes. (c) Construct auxiliary lane from the San Marco Blvd loop on ramp to the existing deceleration lane at Bailey Rd off-ramp. (d) Construct an auxiliary lane between the Port Chicago Highway on-ramp and the Willow Pass Road off-ramp. Westbound: Construct a lane from Willow Pass Rd on-ramp connecting to the existing added lane, east of the Port Chicago Highway off-ramp and a second exit lane at Port Chicago Highway off-ramp. Modify one of the mandatory exit lanes to SR242 to an optional exit lane, allowing three lanes exit to SR242 and three lanes to continue on WB SR4. RTP ID: 21-T06-031 | CC-170018 | 21-T06-031 | Non-Exempt (N/A) - N/A | 2030 |

List of 2025 TIP Projects by County and Air Quality Status

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| Contra Costa | Oakley | Civic Center Railroad Platform Park n Ride Complex | Oakley: Main Street between 2nd Street and O'Hara Avenue: construct two parking lots (approximately 150 spaces each) on a portion of one City owned parcel covering a total of approximately 104,000 square feet, or 2.38 acres. The project components consist of site clearing, curb and gutter, vertical curb, storm drain system, street and parking lot paving, landscaping and irrigation, electrical and communications infrastructure for the parking lots and a future train platform, signing and striping, and design and construction management. The project will also include fencing, lighting, and bicycle racks. The parking lots project is the first step toward the construction of a train platform at this location. The future train platform will be part of an expanded service to be established and operated by the San Joaquin Joint Powers Authority (SJJPA), which operates the rail service line. The train platform is identified as a potential stop in the recently updated 2016 SJJPA Business Plan. The new parking lots in Oakley will provide the infrastructure necessary for connection to an accessible rail transportation system for the multi-modal movement of goods and people. Constructing a train platform before there is parking to serve it is not practical unless there is parking located near it. At present, there is little to no parking near this location. The future train platform will also be regional in nature as there is no train platform in nearby Brentwood. The future train platform would serve Discovery Bay, Knightsen, Bethel Island and Byron, in addition to Oakley. The City of Oakley is working in collaboration with the San Joaquin JPA and also working on finding other funding mechanisms for the train platform. The City anticipates applying for federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds in addition to other available funding for the train platform. | CC-170019 | 21-T11-105 | Non-Exempt (N/A) - N/A | Not Modeled |
| Contra Costa | CCTA | I-680 Part Time Transit Lane | In Contra Costa County: On NB I-680 between Bollinger Canyon Road and Ygnacio Valley Rd: Increase bus service efficiency by implementing bus operations on shoulder (BOS). Conduct testing and training at GoMentum Station. PBA2050 ID: 21-T12-122 | CC-170061 | 21-T12-122 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | San Ramon | Crow Canyon Road (Alcosta to Indian Rice) Widening | San Ramon: Crow Canyon Rd from Alcosta Blvd to Indian Rice Rd: Widen to three lanes in each direction. Work will be completed in two phases. Phase 1 limits: Alcosta to St. George. Phase 2 limits: St. George to Indian Rice Road. PBA 2050 ID 21-T07-056 | CC-190001 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Contra Costa | SJRC | Oakley Station Platform | Oakley: North of Main Street between 2nd St and O'Hara Ave: Construct a new train station platform for the Amtrak San Joaquin inter-city rail service. Constructs a station track siding with two turnouts, within the existing railroad right-of-way. Includes shelters, lighting, signage, ADA-compliant pedestrian sidewalks and other associated improvements. | CC-190002 | 21-T11-115 | Non-Exempt (N/A) - N/A | 2025 |
| Contra Costa | MTC | RSR Forward: ORT and I-580 WB HOV Lane | Contra Costa County: On westbound I-580 approaching the Richmond-San Rafael (RSR) Bridge beginning at the I-580 / Regatta Avenue Interchange: Provide safety and operational improvements by converting one of the three existing general-purpose lanes to a high-occupancy vehicle (HOV) lane and replacing the existing tolling structure with overhead toll gantries east of the existing toll booths. PBA 2050 ID: 21-T06-020 | CC-210010 | 21-T06-020 | Non-Exempt (N/A) - N/A | 2030 |
| Marin | TAM | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin) | Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma Convert expressway to freeway and widen to 6 lanes for HOV lanes. Provide funds for TAM management, oversight, and coordination with Caltrans for the PSE phase. Funds include the following: HPRR #2444 (100% of the total \$12Million Earmark) a portion of HPP #3762 (\$1.5M of the total \$15M Earmark) and FY05/06 Annual Appropriation (100% of the total \$850k Earmark). Also includes completed Phase 1 work. | MRN050034 | 21-T06-026 | Non-Exempt (N/A) - N/A | 2025 |
| Marin | San Anselmo | San Anselmo - Center Blvd Bridge Replace (27C0079) | San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge | MRN110032 | 21-T01-004 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Marin | GGBHTD | Golden Gate Ferry: New Vessel | GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco. | MRN190001 | 21-T11-094 | Non-Exempt (N/A) - N/A | 2030 |
| Marin | GGBHTD | GGBHTD Replacement Ferry CARB Compliance | Replacement of 4 catamarans to comply with CARB regulation | MRN230205 | 21-T01-002 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Marin | MCTD | US101 Part Time Transit Lane | US 101 Part Time Transit Lane Project (PTTL) is a proposed pilot project on the shoulder of the southbound US 101, in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael. This project will improve bus travel times for Marin County Transit District (Marin Transit) and Golden Gate Transit Services during peak congestion. This project has been identified as a low cost way to provide highly visible transit priority for transit buses and provide significant time travel savings for bus riders. | MRN230206 | 21-T10-093 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Napa | NVTA | SR 12/29/221 Soscol Junction Interchange Imps. | In Napa County: At SR-221/SR-29 Soscol Ferry Road: Construct improvements | NAP090003 | 21-T06-034 | Non-Exempt (N/A) - N/A | 2025 |
| Napa | American Canyon | Eucalyptus Drive Realignment Complete Streets | American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend Eucalyptus 450' to the east, connecting at SR 29. Construct travel lanes, median, curb, gutter and sidewalk, Class 1 bicycle facilities, landscaping, striping, signage, drainage and traffic signal improvements. Complete the 4th leg of the Eucalyptus/SR29 intersection. Improvements at the Rio del Mar/SR 29 intersection necessary to make the intersection right-in/right-out only. Close Theresa Avenue from Los Altos to Eucalyptus (approx. 140') and construct improvements to create a pedestrian/bicycle corridor. | NAP110029 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Napa | NVTA | NVTA- Vine Transit Bus Maintenance Facility | NVTA's transit services arm- Vine Transit has a need for a new transit maintenance yard. The present facility at 720 Jackson Street just north of downtown has an inadequate number of bus maintenance bays and does not have adequate parking spaces or all of Vine's vehicles and lacks space for a modern bus wash. NVTA has purchased an 8 acre site in south Napa County and proposes constructing a transit maintenance yard. When completed, the facility will include - Parking for up to 100 transit vehicles of various sizes, Administration Building, Modern Bus Washer, Maintenance Building with up to 8 bays, 75 parking spaces for employees and visitors. The new facility will improve reliability on current operations, allow for the service and charging of current and future electric vehicles, and provide for service expansion. | NAP170003 | 21-T01-002 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |

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| Regional/Multi-County | WETA | Ferry Service - Berkeley | WETA: Includes development of new ferry service, the acquisition of vehicles and the development and construction of a new terminal in the Berkeley area of Alameda County. | MTC050027 | 21-T11-096 | Non-Exempt (N/A) - N/A | 2030 |
| Regional/Multi-County | MTC | Freeway Performance Initiative (FPI) | Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region. | REG090003 | 21-T06-048 | Non-Exempt (N/A) - N/A | Multiple Years |
| Regional/Multi-County | BART | BART: Railcar Procurement Program | Fund the replacement of all existing 669 railcars for BART when the cars reach the end of their useful life and procure new railcars. Project also references RTP IDs 240182, 240196, and 21132. Project is related to REG050020. Costs for an additional 60 cars are included in SCL110005 and costs for an additional 23 cars are included in BRT030001 for a total of 873 cars. | REG090037 | 21-T01-002 | Non-Exempt (N/A) - N/A | 2040 |
| Regional/Multi-County | BART | BART Transbay Core Capacity Improvements | BART: Systemwide: Implement a multi-pronged effort to address capacity issues in the Transbay corridor and is in coordination with the BART Metro Program project. The project elements are: Communication-based train control (CBTC) system to safely enable closer headways and allow BART to operate more frequent service (12 minute frequencies) Expansion of the rail car fleet by 306 vehicles to add cars to existing trains and operate more frequent trains Added traction power substations to allow more frequent service. Project also references 17-10-0016 | REG170017 | 21-T11-106 | Non-Exempt (N/A) - N/A | 2030 |
| Regional/Multi-County | BAIFA | ALA/CC-80 and Bay Bridge Approach Express Lanes | Alameda/Contra Costa counties: On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches (I-80, I-580, I-880 and Toll Plaza): Convert HOV lanes to express lanes. Work includes but is not limited to installation of gantries, tolling/traffic monitoring equipment and systems (hardware/software), signage, electrical, communications and fiber, lighting, and restriping, as well as police observation areas for enforcement. | VAR170003 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2030 |
| Regional/Multi-County | MTC | Freeway Performance Program: SR-84 | Alameda & San Mateo Counties: Along the Dumbarton Corridor: Deliver operational strategies to improve traffic operations along the SR-84 Dumbarton Corridor, including adaptive ramp metering, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies, and bicycle access improvements along the Dumbarton Corridor. The freeway performance program (FPP) is a comprehensive operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations within available resources and partnership support. More specifically, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. FPP delivers cost-effective operational strategies (such as adaptive ramp metering, and HOVs, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies, and bicycle access) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, Integrated Corridor Management (ICM) strategies, Connected Vehicles, and the Regional Express Lane Network. It also looks to implement person throughput strategies and policy changes called for in the Managed Lanes Implementation Plan. Overall, the FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems. | VAR170023 | 21-T06-049 | Non-Exempt (N/A) - N/A | 2030 |
| Regional/Multi-County | MTC | SR 37 Interim Project - Sears Point to Mare Island | Solano and Sonoma Counties: SR-37 between the Sears Point/SR 121, and Mare Island: Implement a high occupancy vehicle (HOV) lane, implement tolling. This project will improve traffic flow and peak travel times, and increase vehicle occupancy (the number of people moved per vehicle). This project provides an incentive to increase multiple occupant vehicle use during peak periods. Currently there is no incentive for a bus route on SR 37 because of the substantial delays and there are no current transit routes using SR 37. The Napa Bus Feasibility Study identified a demand for bus service through the corridor, and this project would allow transit operators to implement bus service on SR 37. Other State funds are SB170 funds. Other Federal funds are NHPP | VAR210004 | 21-T06-035 | Non-Exempt (N/A) - N/A | 2030 |
| Regional/Multi-County | SMART | SMART Rail and Pathway (Phase 2) | Marin and Sonoma Counties: Sonoma County Airport Station to Windsor: Extend rail and pathway (includes freight rail); Petaluma North at Corona Rd: Construct infill station (includes freight rail gantry tracks); McInnis to Smith Ranch in San Rafael, Hanna Ranch Rd. to S. Rowland Blvd. in Novato, Lakeville to Payran in Petaluma, Southpoint in Petaluma to Penngrove at Main St, Rohnert Park at Golf Course to Southwest Santa Rosa at Bellevue, Southwest Santa Rosa to Santa Rosa SMART Station (Joe Rodota Trail to 3rd St), San Miguel Rd. to Airport Blvd. in Santa Rosa: Construct multi-use pathway. Project also references RTP IDs 21-T11-201 and 21-T08-060. Other Federal funds are FRA PTC funds. | VAR210005 | 21-T11-113 | Non-Exempt (N/A) - N/A | 2030 |
| San Francisco | SFMTA | SF Muni Third St LRT Phase 2 - New Central Subway | Extend the Third Street Light Rail line into a new subway generally in a north-south alignment under Fourth Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes procurement of four LRVs. | SF-010037 | 21-T10-083 | Non-Exempt (N/A) - N/A | 2025 |
| San Francisco | TBJPA | Transbay Terminal/Caltrain Downtown Ext: Ph. 2 | San Francisco: From Fourth/Townsend to Salesforce Transit Center: Extend Caltrain /High Speed Rail to Downtown San Francisco (DTX) Extend Caltrain rail service from 4th St/Townsend St in San Francisco to Salesforce Transit Center in downtown San Francisco, including two new stations: Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the Salesforce Transit Center building. Plan Bay Area 2050 RTP ID: 21-T11-110 | SF-050002 | 21-T11-110 | Non-Exempt (N/A) - N/A | 2030 |
| San Francisco | SFMTA | Historic Streetcar Extension to Fort Mason | San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason: This proposed extension of historic streetcar service would extend the proposed E-line or the current F-line service from Fisherman's Wharf through National Park Service lands in Aquatic Park and Fort Mason, using the historic railway tunnel between the foot of Van Ness Avenue and the Fort Mason Center. Environmental studies are now getting underway on this proposed project. Project has been funded for Alternatives Analysis and EIS only and no construction or operation schedule has been set. | SF-070003 | 21-T10-082 | Non-Exempt (N/A) - N/A | 2030 |

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| San Francisco | SFMTA | Geary Bus Rapid Transit | San Francisco: Along the Geary corridor between 34th Avenue and Market Street (including Geary Boulevard and Geary and O'Farrell streets): Design and implement transit performance and safety improvements. Scope elements include dedicated transit-only lanes, upgraded bus stops with amenities, new and upgraded traffic signals, upgraded corridor communication systems, pedestrian bulbs, traffic calming, and other pedestrian safety and accessibility measures. The Geary BRT project will be delivered in two phases. The first phase, the Geary Rapid Project, includes the Geary corridor between Market and Stanyan streets. Major scope elements include side-running transit-only lanes, bus and pedestrian bulbs, removal of the Steiner pedestrian overcrossing, introduction of new signalized pedestrian crossings, and a lane reduction along the Geary Expressway between Scott and Gough streets. The second phase, the Geary Boulevard Improvement Project, includes Geary Boulevard between Stanyan Street and 34th Avenue in the Richmond district. Major scope elements include side-running transit-only lanes, bus bulbs, traffic signal upgrades, and pedestrian safety measures. The projects will be coordinated with SF Public Utilities Commission-sponsored water and sewer upgrades as well as SF Public Works-sponsored roadway re-paving to minimize construction impacts to the community. | SF-070004 | 21-T10-079 | Non-Exempt (N/A) - N/A | 2030 |
| San Francisco | SF DPW | Harney Way Roadway Widening | San Francisco: Harney Way from US 101 to Jamestown: Improvements include right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk improvements, roadway construction, and traffic signal improvements. Project will acquire land on the East side of Harney Way between Executive Park Boulevard East and Executive Park Boulevard West. Widening project will accommodate two additional mixed flow lanes and two exclusive bus rapid transit lanes between US 101 and Jamestown. (Segment F.b.) Project is phased | SF-090004 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | SFMTA | Light Rail Vehicle Procurement | SFMTA: Fleet-wide: Procure 219 light rail vehicles with an option for an additional 45 vehicles to replace existing fleet and expand service. The contract with Siemens calls for an array of replacement (151) and expansion vehicles (113). State-of-the-art vehicles will be equipped with innovative safety features, improved passenger amenities and modern information systems. \$16.8M of funding for vehicles to serve Central Subway accounted for in TIP ID SF-010037 (Central Subway Project). | SF-090012 | 21-T01-002 | Non-Exempt (N/A) - N/A | 2040 |
| San Francisco | SFMTA | Transit Center in Hunters Point | Muni:Transit Center in Hunters Point Construct 10 bays, Low-level platform, Operator restroom, bus shelters, platform communications and monitoring network (signals, closed circuit TVs, etc.), sidewalks and roadway, Electrical ductbank for MUNI power, lighting for transit stations | SF-090016 | 21-T10-063 | Non-Exempt (N/A) - N/A | 2040 |
| San Francisco | SFMTA | Geneva Harney BRT Infrastructure: Central Segment | SFMTA: Bus rapid transit facilities from Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue. Includes pedestrian/bicycle treatments and special bus shelters/landscaping/art for identity. | SF-090020 | 21-T10-080 | Non-Exempt (N/A) - N/A | 2040 |
| San Francisco | SFMTA | Geneva Harney BRT Infrastructure - Eastern Segment | SFMTA: Bus rapid transit facilities from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development. Includes pedestrian/bicycle treatments and special bus shelters/landscaping/art for identity. | SF-090023 | 21-T10-080 | Non-Exempt (N/A) - N/A | 2040 |
| San Francisco | SF DPW | Hunters Pt Shipyard and Candlestick Pt Local Roads | In San Francisco: Hunters Point Shipyard and Candlestick Point: Build new local streets to support multi-modal mixed use development. Includes roadway, streetlights, streetscape, traffic signals, overhead signs, sidewalks, curbs, and gutters. The project is phased. | SF-110006 | 21-T10-063 | Non-Exempt (N/A) - N/A | Not Modeled |
| San Francisco | SFCTA | Treasure Island Congestion Pricing Program | San Francisco: Treasure Island: Implement Congestion Pricing Program on Treasure Island including parking pricing and tolling of vehicles entering and exiting Treasure Island as a TDM toll for planned redevelopment of Treasure Island. Does not show \$500k in Regional PDA PIng (included in REG110014) and \$5,500,000 in Federal ATCMTD | SF-110049 | 21-T10-092 | Non-Exempt (N/A) - N/A | 2040 |
| San Francisco | SF DPW | SF- Better Market Street Transportation Elements | In San Francisco: Phase 1: Market St, from 5th Street to 8th Street; Future Segments: from Octavia to 8th Street and from 5th Street to Fremont Street: improve roadway, including resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes and utility relocation and upgrade. The project also includes installation of the F Loop, which will improve efficiency of the historic streetcar F Line. | SF-130001 | 21-T08-060 | Non-Exempt (N/A) - N/A | 2020 |
| San Francisco | SFCTA | Treasure Island Pricing Mobility Improvements | San Francisco: On Treasure Island: This project will deliver mobility improvements associated with the Treasure Island Congestion Pricing Program. Multi-modal mobility improvements include transit capital, operating & maintenance and bicycle & pedestrian improvements. | SF-130005 | 21-T10-092 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | SFCTA | HOV/HOT Lanes on U.S.101 and I-280 in SF | San Francisco: On US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp: Convert a mixed traffic lane in each direction to HOV to enhance carpool and transit operations during peak periods in order to complement HOV lanes through San Mateo county and/or as part of a potential/demonstration congestion charging program in SF and project develop for converting to HOT lanes | SF-130008 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2030 |
| San Francisco | SFCTA | SF Downtown Congestion Pricing | San Francisco: In the downtown area: Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area. | SF-130017 | 21-T10-091 | Non-Exempt (N/A) - N/A | 2030 |
| San Francisco | SFCTA | Quint-Jerrold Connector Road | San Francisco: From Oakdale Avenue to Jerrold Avenue: SF has proposed the Quint-Jerrold Connector Road as alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks. The project is to be coordinated with Caltrain's Quint Street Bridge Replacement project which closed Quint Street through access beneath the Caltrain tracks at that location. The Bridge Replacement project replaced the existing bridge structure with a berm, which would facilitate the potential future siting of a Caltrain Oakdale Station. | SF-150008 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |

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| San Francisco | Port of SF | Mission Bay Ferry Terminal | San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system. The Mission Bay Ferry Landing will serve 350,000 annual weekday passengers plus 125,000 people traveling to special events each year. The new ferry landing will enable critical Transbay and regional ferry service to and from the fastest growing neighborhood of San Francisco and the East and North Bays. It will also provide a direct regional link to the new 550-bed University of California Mission Bay hospital campus and approved 18,000-seat Golden State Warriors arena. The landing is projected to open for revenue service between 2020 and 2022, adding vital regional transit capacity within the next five years that will alleviate current overcrowding, serve planned future growth and provide resiliency in the event of an earthquake, BART or Bay Bridge failure or other unplanned event. Service will be provided by San Francisco Bay's two ferry operators-the Water Emergency Transit Agency and Golden Gate Bridge and Highway District-with weekday morning and evening peak commute service linked from the downtown Ferry Building plus direct service for an estimated 80 annual special events at the arena. | SF-170001 | 21-T11-097 | Non-Exempt (N/A) - N/A | 2030 |
| San Francisco | SF DPW | HOPE SF Street Network - Sunnydale and Potrero | Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops. | SF-170013 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | WETA | WETA: Electric Vessels and Related Infrastructure | WETA: Fleetwide: Support the purchase/construction of all-electric vessels and related charging infrastructure. This project supports medium sized routes using all-electric battery powered vessels. This project supports TIP ID SF-170001 | SF-190008 | 21-T01-002 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | SFCTA | US 101 Doyle Drive Availability Payments | San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange: Availability payments for roadway replacement/rehabilitation project SF-991030 | SF-190011 | 21-T01-006 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | SFMTA | SFMTA - Core Capacity Program | SFMTA: Along the K, J and M-Line Corridors: Design and implement high priority route improvements from the Muni Forward Program. Project includes a combination of transit signal priority, transit-only lanes, stop consolidation, and complementary facility and pedestrian improvements. Included in the award are a set of targeted improvements to two key rail corridors: the J and M-Lines and design for the K-line. | SF-190012 | 21-T10-084 | Non-Exempt (N/A) - N/A | 2040 |
| San Francisco | SFCTA | Hillcrest Road Improvement Project | In the City of San Francisco on Yerba Buena Island, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp. Construct a widened roadway and retaining walls including 8-ft shoulders, a Class II bike lane, and width to accommodate a future multi-use path. | SF-230211 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | SFMTA | I-280 Ocean/Geneva Interchange Improve. at Balboa | San Francisco: Implement interchange improvements that may include intersection geometry changes, traffic signal changes, and Intelligent Transportation System (ITS) elements in the Balboa Park Station area, including the I-280 Northbound Geneva Ave and I-280 Southbound Ocean Ave off-ramps, to improve traffic circulation and safety for pedestrians & bicyclists. The project will coordinate with Caltrans, SFMTA, and SFPW. | SF-250201 | 21-T06-016 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Mateo | Redwood City | Blomquist Street Extension | Redwood City: On Blomquist Street from Maple Street to Bair Island Road: Extend roadway across Redwood Creek. Project may be phased based on developer funding. | SM-090007 | 21-T07-056 | Non-Exempt (N/A) - N/A | Not Modeled |
| San Mateo | San Carlos | US101/Holly St I/C Mod and Bike/Ped Overcrossing | San Carlos: At Holly St/ US-101 Interchange: Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop and construct a grade-separated multipurpose path that connects the east side of Highway 101 to the west | SM-090008 | 21-T06-027 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | CCAG | Improve US 101 operations near Rte 92 | San Mateo: At the US 101/SR 92 interchange: Improve traffic flow, safety and increase mobility by minimizing traffic conflict locations and improving peak-period travel times along US 101 and SR 92 within project limits. | SM-090014 | 21-T06-027 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | Redwood City | Redwood City Ferry Service | SF Bay Area: Between Redwood City and San Francisco/Oakland: Environmental clearance and design of ferry transit service | SM-110002 | 21-T11-098 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | SSF | US 101/Produce Avenue Interchange Improvements | On Route US 101 in San Mateo County, in the City of South San Francisco (PM 21.3/21.7). Reconstruction and reconfiguration of the interchange, as follows: Extend Utah Avenue to the west over US 101 to connect with San Mateo Avenue and provide access to southbound US 101 on-/off-ramps at Produce Avenue construct new sidewalks and Class 2 bike lanes on both sides of the east-west local street connection' remove some of the non-standard features at this location, and provide new ramp configurations at Produce Avenue provide more direct access to US 101 to better accommodate land use and employment changes and help separate freeway bound traffic from the surrounding local streets. | SM-110003 | 21-T06-027 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | CCAG | US101 Managed Lanes: Santa Clara Co-S of Grand Ave | San Mateo County: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and 0.3 mi south of Grand Avenue Interchange (SM 21.8): Install Express Lanes. Utilize existing auxiliary lanes where possible and restore auxiliary lanes where needed for operations. SMCTA is co-sponsoring project. | SM-150017 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2025 |
| San Mateo | Pacifica | Manor Drive Overcrossing and Milagra On Ramp | In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing over Hwy 1 at Manor Drive and install traffic signals to better facilitate traffic. The project will also look at an on ramp option at Milagra Dr. | SM-170004 | 21-T06-030 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | San Mateo | US 101/Peninsula Avenue Interchange Improvements | San Mateo: US-101 at Peninsula Ave and East Poplar Ave: Convert a partial interchange to a full interchange by adding new southbound on- and off-ramps and closing the southbound on- and off-ramps at East Poplar Avenue. The Project will improve safety by facilitating the closure of the Poplar on and off ramps which have a higher than average accident rate. It will improve local circulation for all modes in the project area by converting what is currently a partial interchange to a full interchange. Eliminates the circuitous travel patterns from S/B 101 to east of 101. Improves access into north San Mateo and south Burlingame residential and business destinations. Improves bicyclist and pedestrian circulation within the project limit. | SM-170011 | 21-T06-027 | Non-Exempt (N/A) - N/A | 2030 |

List of 2025 TIP Projects by County and Air Quality Status

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| San Mateo | Caltrain | Peninsula Corridor Electrification Expansion | Caltrain: Electric Multiple Unit (EMU) fleet: Expand fleet through procurement of an additional 40 vehicles. This will build on the initial procurement of 96 EMUs through the Peninsula Corridor Electrification Project, which is fully funded and underway. This includes minor modifications to lengthen some station platforms to accommodate 8-car EMU's as well as wayside bike improvements. | SM-190002 | 21-T11-107 | Non-Exempt (N/A) - N/A | 2040 |
| San Mateo | SamTrans | SamTrans Express Bus Service | San Mateo, San Francisco and Santa Clara Counties: On the US-101 Corridor between 1) Sunnyvale and San Bruno BART station, 2) Foster City and San Francisco, 3)Redwood City and San Francisco, and 4) San Mateo and San Francisco: Implement a network of four express bus routes. The launch of express bus service is envisioned to occur in conjunction with the opening of the managed lane on US-101 in San Mateo County. The project entails procuring a fleet of Electric buses, and related charging infrastructure to run the service, as well as associated bus stop and park-and-ride lot improvements. Other State funds are LCTOP | SM-190003 | 21-T12-119 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | CCAG | US-101 Managed Lanes North of I-380 | San Mateo and San Francisco counties: On US-101 from I-380 to logical termini near the SM/SF County Line: Install managed lane (HOV or Express Lane) in each direction. SMCTA is co-sponsoring the project. Alternatives include (minimum) converting inside travel lane in each direction to managed lane and maintaining standard shoulder widths to the extent feasible plus outside widening to accommodate auxiliary lanes as necessary or (maximum) adding a lane in each direction and modifying under/over crossings and overheads of existing structures where necessary. Post Miles are SM 19.2/26.1 and SF 0.0/0.5. | SM-190009 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2030 |
| San Mateo | Millbrae | Widen Millbrae Avenue | Millbrae: Millbrae Avenue between Rollins Road and US101 Southbound On Ramp: Widen roadway/overpass and resurface the intersection of Millbrae Avenue and Rollins Road. Repairs include: AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, install new sidewalk, replacing pavement markings and traffic signal detection devices including additional striping for class 2/4 bike trail for future connections to Old Bayshore Highway. | SM-210001 | 21-T07-056 | Non-Exempt (N/A) - N/A | Not Modeled |
| San Mateo | CCAG | US 101/SR 92 Interchange Direct Connector Project | The project proposes to create a dedicated connection between State Route (SR) 92 and US 101 express lanes. This new connection would operate like the express lanes recently opened on US 101 in San Mateo County. Currently, there is no existing High Occupancy Vehicle (HOV) direct connector between US 101 express lanes and SR 92 that might provide incentives for carpool or bus use. | SM-250201 | 21-T06-027 | Non-Exempt (N/A) - N/A | 2040 |
| Santa Clara | VTA | BART - Berryessa to San Jose Extension | San Jose: Six miles from Berryessa Station in north San Jose to Santa Clara: Extend BART by constructing 4 new stations, a tunnel through downtown San Jose, and a new maintenance / storage yard in Santa Clara. The project constructs new track and dedicated guideway, power systems, signal systems, and purchases new vehicles. The project also includes upgrades to the existing BART system, that are required to extend operations to San Jose/Santa Clara. Other State funds are TIRCP. PBA2050 ID is 21-T11-109 | BRT030001 | 21-T11-109 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | VTA | Eastridge to BART Regional Connector (EBRC) | In Santa Clara County, in the City of San Jose. This project will extend the existing Capitol Light Rail (LR) system by 2.4 miles from Alum Rock LR Station to Eastridge Transit Center. This extension will include an elevated rail station at Story Road with a pedestrian overcrossing, and a ground level station at the Eastridge Transit Center. Also, includes installation of two traction power substations to power the light rail system. | SCL050009 | 21-T10-087 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | VTA | SR 152 New Trade Corridor | Santa Clara/ San Benito counties: SR152 between US101 and SR156: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties, widening US 101 from Monterey Street to the SR 25/US 101 Interchange, modifying the existing SR 152/ SR 156 Interchange, and evaluating "corridor management" strategies for potential traffic users and roadway pricing. | SCL090016 | 21-T06-042 | Non-Exempt (N/A) - N/A | Not Modeled |
| Santa Clara | Santa Clara Co | Montague Expwy Widening - Trade Zone-Great Mall | In Santa Clara County: Widen Montague Expressway to 8 lanes between Trade Zone and Great Mall Blvd: Designate new lanes between Trade Zone and Great Mall Blvd as HOV lanes. | SCL090017 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | VTA | SR 85 Express Lanes | Santa Clara County: On SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View including the US 101/SR 85 HOV direct connectors and approaches: Implement roadway pricing. Convert the existing HOV lanes on SR 85 in both directions from US 101 in South San Jose to US 101 in Mountain View to Express Lanes, including the US 101/SR 85 HOV direct connectors in South San Jose, add a second Express Lane in both directions between SR 87 and I-280, and add an auxiliary lane on SR 85 NB from existing South De Anza Boulevard on-ramp to Stevens Creek Boulevard off-ramp. The Silicon Valley Express Lanes Phase 3 project includes the conversion of carpool lanes to express lanes on SR-85 from SR237/Grant Road to the US 101/SR-85 Interchange in Mountain View including the existing US101/SR-85 carpool lane-to-carpool lane direct connector ramps. Deliver milestones reflect phase 4 of project. | SCL090030 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | VTA | Santa Clara County - US 101 Express Lanes | In Santa Clara County: Implement roadway pricing on US 101 carpool lane. Convert existing US 101 HOV lanes in both directions from Cochrane Avenue to the San Mateo County Line to Express Lanes, including the US 101/SR 85 HOV direct connectors in Mountain View, add a second Express Lane in both directions from Cochrane Road to SR 85 in San Jose and from Blossom Hill Road to Fair Oaks Avenue, convert the second HOV lanes in both directions from Shoreline Boulevard to south of Oregon Expressway to Express Lanes, and add auxiliary lanes at various locations. Construct new Express Lanes from Cochrane Ave to East Dunne Ave in Morgan Hill. The Silicon Valley Express Lanes Phase 3 project includes the conversion of single carpool lanes to express lanes on US101 from near SR-237 to SR-85 in Mountain View and the conversion of double carpool lanes to double Express Lanes on US101 from the US101/SR-85 interchange in Mountain View to near the San Mateo County line in Palo Alto. | SCL110002 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2025 |
| Santa Clara | San Jose | San Jose - Autumn Street Extension | In San Jose: Autumn St between Julian Street and San Carlos Street: widen, partially realign, and extend Autumn Street between Coleman and Park Avenue, approximately 1.1 miles. | SCL110006 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2050 |

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| Santa Clara | San Jose | US 101/Old Oakland Road Interchange improvements | Oakland Rd from Commercial St to US 101: Widen roadway including the overcrossing to 8 lanes Commercial St from Oakland Rd to Berryessa Rd: Widen to add turn lanes Commercial St from Berryessa Rd to Mabury Rd: Extend roadway: US 101 on-ramps and off ramps: Widen to 3 lanes Various locations in area: modify signals | SCL190001 | 21-T06-028 | Non-Exempt (N/A) - N/A | Not Modeled |
| Santa Clara | VTA | US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp | San Jose: US101 at Zanker Rd/Skyport Dr./N. 4th St: Construct a new overcrossing over US 101 connecting Zanker Rd to Skyport Dr-N. Fourth St to create a new north-south corridor parallel to N. First St and modify existing US 101 on and off-ramps. Consolidate northbound US 101 ramps from Old Bayshore Blvd. to Brokaw Road/North First Street to new ramps at Bering Drive. | SCL190007 | 21-T06-028 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | Milpitas | Calaveras Boulevard Improvements | Milpitas: Calaveras Blvd. (SR-237) overpass at UPRR tracks from Abel St to Town Center Blvd: Widen from 4 to 6 lanes and modify signing, striping and signals | SCL190009 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2040 |
| Santa Clara | VTA | US 101/Buena Vista Avenue Interchange Improvement | Gilroy: At Buena Vista Ave. overcrossing at US 101: Provide southbound on-ramp flyover structure to accommodate a braided ramp with exist. CHP Station Facility off-ramp, auxiliary lanes and bike/pedestrian facilities on the new overcrossing. | SCL190010 | 21-T06-028 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | VTA | SR 17 Congestion Relief in Los Gatos | Los Gatos: On both direction of SR 17 from Lark Ave to south of SR 9 interchange and along SR-17 area: Operational improvements including modifying the SR17/SR9 off-ramps into signalized T intersections, widening SR-17, implementing advance transportation technology, and installing traffic signal control systems, traveler information systems and ramp meters. | SCL190014 | 21-T06-032 | Non-Exempt (N/A) - N/A | 2030 |
| Santa Clara | Caltrans | SCL-SM I-280 Pavement Preserv. and HOV Extension | Santa Clara and San Mateo Counties: On I-280 from Foothill Blvd(PM 11.5 in Santa Clara County) to 0.5 mile north of Sand Hill Rd(PM R2.1 in San Mateo County): Pavement rehabilitation On SB I-280 from near Magdalena Ave south 3300 ft to existing HOV lane: Extend HOV lane | SCL190034 | 21-T06-016 | Non-Exempt (N/A) - N/A | 2025 |
| Santa Clara | San Jose | Julian and St. James Couplet Conversion | San Jose: Along Julian St from Market St to 3rd St, St James St from Market St to 4th St, 3rd St from Julian St to St. John St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks. | SCL210026 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2030 |
| Santa Clara | Milpitas | South Milpitas Blvd Extension and Bridge | Milpitas: S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge. The vehicular bridge is part of the Metro Area Specific Plan circulation infrastructure plan to provide vehicular, bicycle and pedestrian connectivity between Metro developments, Milpitas BART Station, Great Mall and surrounding residential developments. | SCL210035 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Santa Clara | VTA | US 101/SR 25/Santa Teresa Boulevard Extension | Gilroy: Santa Teresa Boulevard from just north of the existing terminus at Castro Valley to the US 101/SR 25 Interchange: Extend roadway including bike lanes in both directions and reconstruct the Santa Teresa Boulevard/Castro Valley Road Intersection. | SCL230201 | (blank) | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Santa Clara | San Jose | Story Keyes Complete Streets | The Story-Keyes Complete Streets Project spans 2.3 miles from 3rd Street to King Road, serving a regional commercial hub and multiple MTC Priority Development Areas. The project adds raised bikeways, protected intersections, transit boarding islands, wayfinding, micromobility stations, green stormwater infrastructure, and pedestrian-scale lighting and other improvements for bicyclists, pedestrians, and transit riders. Bus-only lanes are a potential element on the wider Story Road. | SCL230210 | 21-T08-060 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Santa Clara | Gilroy | Tenth Street Bridge at Uvas Creek | The project will construct a new bridge over Uvas Creek to connect two segments of Tenth Street. It will include two vehicular traffic lanes, a median, buffered bicycle lanes, and sidewalks on both sides. Tenth Street and Uvas Park Drive will be raised on the approach embankments. The project includes a breezeway bridge to allow users of the Uvas Creek Levee Trail to pass unimpeded under Tenth Street. To accommodate the realignment of Tenth Street and improve safety, the curb returns and driveway at Gilroy High School will be reconstructed to match grades and connect sidewalks. A roundabout will also be constructed at Tenth Street/Uvas Park Drive. Tenth Street improvements will include sidewalks, bikeways, crosswalks, restriping, signing, curb-and-gutter, storm drain, lighting, and repaving. | SCL250204 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Solano | Fairfield | Fairfield/Vacaville Hannigan Station Improvements | Fairfield: Capitol Corridor: Project includes 800-foot passenger platform, covered passenger waiting areas, train/bus passenger transfer area including bus passenger transfer facility, park & ride lot, overcrossing and pedestrian undercrossing, traveler information kiosk. | SOL030002 | 21-T11-115 | Non-Exempt (N/A) - N/A | 2025 |
| Solano | Dixon | Parkway Blvd/UPRR Grade Separation | Dixon: Parkway Blvd from Valley Glen Dr. to Pitt School Rd.: Construct new 4 lane roadway ad overcrossing at UPRR & Porter Rd connecting the southeast to the southwest side of town. The overpass will connect to a future 4-lane roadway with both pedestrian and bicycle access. Project to also include permanent closure of the nearby at-grade railroad crossing on Pitt School Road. Scope of work includes right-of-way acquisition, environmental processing, underground utilities, drainage, barricades and fencing for at-grade closure, reconstruction of existing roadways and widening of shoulders to accommodate the new overpass. | SOL050009 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Solano | STA | I-80/I-680/SR 12 Interchange Improvements | Fairfield: I-80/I-680/Route 12 IC: Improve widen I-80 and I-680 as well as improve the connections from westbound I-80 to I-680 and SR12 (West) directly connect northbound I-680 and SR12 (West) connect the I-80/Red Top Road interchange with Business Center Drive and construct or improve interchanges at SR12 (West)/Red Top Road, I-80/Red Top Road, I-80/Green Valley Road, and I-680//Red Top Road. A third eastbound lane would be added to SR12 (East) from the Chadbourne Road on ramp to the Webster Street off ramp. | SOL070020 | 21-T06-015 | Non-Exempt (N/A) - N/A | 2040 |

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| Solano | Solano County | Redwood-Fairgrounds Dr Interchange Imps | Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn center lane and widen to add one lane in each direction. Add bike lanes on each side of the road for the entire length of the project and a transit improvements near SR37 to compliment STA's Solano Express expansion plans. Project is phased: Bike lanes, bus stop improvements, and intersection signalization improvements are scheduled be completed within the TIP period, expansion elements are scheduled to be completed after 2030 | SOL090015 | 21-T06-015 | Non-Exempt (N/A) - N/A | 2030 |
| Solano | MTC | Solano I-80 Managed Lanes | Solano County: I-80 from Red Top Rd to I-505: Convert existing HOV to Managed Lane I-80 from Air Base Parkway to I-505: Construct new Managed Lanes by widening to add an express lane in each direction. BATA Project Savings are for non-federally participating BAIFA and STA project elements. | SOL110001 | 21-T12-116 | Non-Exempt (N/A) - N/A | 2025 |
| Solano | STA | Jepson: Walters Rd Ext - Peabody Rd Widening | Solano County: Jepson Parkway: upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Remaining segments to construct are: Vanden from Peabody to Leisure Town Walters Road Extension Leisure Town from Vanden to Alamo Leisure Town from Alamo to Orange. One EIR/EIS provides environmental clearance for the remaining segments. | SOL110004 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Solano | STA | Jepson: Leisure Town Road Phase 1B and 1C | Vacaville: Leisure Town Road from Elmira Road to south side of Ulatis Creek: (Phase 1B funded) widen to 4 lanes with center median; add west linear setback, multiuse sidewalk, two new signal installations, and a new sewer junction structure; along with storm drain improvements, as well as hydrant and utility relocations. Leisure Town Road from south side of Ulatis Creek to Horse Creek: (Phase 1C unfunded) widen to 4 lanes, with west side setback landscaping and multiuse sidewalk, median, dependent on developer timing and funding. Phase project to comply with budget. | SOL110006 | 21-T07-056 | Non-Exempt (N/A) - N/A | 2030 |
| Solano | Fairfield | Fairfield Transportation Center - Phase 3 | In Fairfield: Fairfield Transportation Center: 3rd parking structure of 600 or more spaces at the site and construction of direct bus access, multi-use trail, as well as other ped and bike access improvements. | SOL110007 | 21-T10-093 | Non-Exempt (N/A) - N/A | Not Modeled |
| Sonoma | SCTA | US 101 Marin/Sonoma Narrows (Sonoma) | Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma: convert expressway to freeway Between Lakeville Highway and East Washington Street: Construct NB auxiliary lane, and widen to 6 lanes for HOV lanes. Programming in SON070004 is for MSN project in Sonoma County. For Marin project programming, see MRN050034. Earmark programmed on SON070004 for Sonoma County. Includes T-21 Demo #1340 (#3.1M of \$5.6M), SAFETEA-LU HPP Earmark #1767 (\$375K of \$400K), SAFETEA-LU HPP Earmark #3763 (\$50K of \$500K), SAFETEA-LU HPP Earmark #3762 (\$2,662K of \$15M). | SON070004 | 21-T06-029 | Non-Exempt (N/A) - N/A | 2040 |
| Exempt Projects | | | | | | | |
| Alameda | ACE | ACE Track Improvements. | ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated | ALA010056 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| Alameda | San Leandro | SR 185- E. 14th St/ Hesperian Blvd/150th Ave | San Leandro: 150th/E. 14th/Hesperian: Additional Northbound left turn lane from Hesperian Blvd. to E. 14th St, additional Eastbound left turn lane from E.14th St. to 150th Ave and additional Southbound lane on E. 14th from Hesperian to 150th Ave. Other roadway improvements to improve traffic circulation and reduce delay time. | ALA050002 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Alameda | ACTC | I-80 Gilman Interchange Improvements | Berkeley: On Gilman Ave at I-80: Reconfigure interchange. The dual roundabout will provide appropriate traffic control for all intersections within the I-80 Gilman Interchange area. The roundabout on the east side of the interchange will have a combination of two and one lanes as appropriate to maximize throughput based on forecast traffic volumes. It includes an exit and entrance for the Eastshore Highway (frontage road) on both sides, an entrance to the eastbound I-80 on-ramp, and an exit from the I-80 eastbound off-ramp. Also, a bypass lane from the off-ramp is provided for the southbound movement to the Eastshore Highway. The west roundabout, similar to the east roundabout, will have a combination of one and two travel lanes, as appropriate. It contains an entrance and exit to the West Frontage Road on the south side, an entrance to the I-80 westbound on-ramp, and an exit from the I-80 westbound off-ramp. EARMARK- HBRR- #1744 I-80. The bicycle/ pedestrian components of the full project include a new overcrossing structure dedicated to pedestrians and bicyclists plus segments of Class I Trail and Class IV bikeway that provide access to/from the overcrossing. The construction will be delivered in 2 phases. Phase 1 includes the construction of the new bicycle/pedestrian overcrossing over I-80. Phase 2 includes the construction of the double roundabout and roadway access to and from the roundabouts connecting surrounding facilities. | ALA050079 | 21-T09-061 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |
| Alameda | Alameda County | Fruitvale Ave Roadway Bridge Lifeline | Alameda County: Fruitvale Roadway Bridge: Retrofit bridge to a lifeline facility and provide vital access between City of Alameda and City of Oakland in the event of a major earthquake | ALA090023 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | BART | BART: Fare Collection Equipment | BART: Systemwide: Acquire and install fare collection equipment. | ALA090065 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Alameda | ACTC | Alameda County Safe Routes to Schools | In Alameda County: Countywide: Safe Routes to Schools Program including education and outreach efforts in various elementary, middle, and high schools (grades K-12), along with ridesharing and project development activities. Includes cycle 4 ATP-funded, "Alameda County School Travel Opportunities Program" to bring education and encouragement activities to 70 new schools that have not previously had SR2S program. | ALA110033 | 21-EN09-132 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs | Not Modeled |
| Alameda | Oakland | Lake Merritt to Bay Trail Bike/Ped Bridge | Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge. Project includes bike ped connection to adjacent trails. (Other State are Coastal Conservancy Funds) | ALA130003 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Alameda | Alameda County | Alameda Co-Variou Streets and Roads Preservation | Unincorporated Alameda County: 164th Ave from Foothill Blvd to Liberty Street, Foothill Blvd from 164th Ave to John Dr, Stanley Blvd from Isabel Ave to CL, Bruns Rd from Kelso Rd to County LL, Kelso Rd from Mountain House Rd to County LL, Grove Way from Tanglewood to Redwood Rd, Lake Chabot Rd from Fairmont to Quail Ave, A Street from Knox St to Hayward City Limit, Liberty Street from Fairmont Dr to 170th Ave, Vasco Rd from Dalton Ave to Landfill Entrance: Rehabilitate pavement including key cutting, milling, base repairs, asphalt concrete placement, pedestrian ramps, curb, gutter, signing and striping. | ALA130018 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Alameda | MTC | West Oakland Link | In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: The West Oakland Link bike/ped path will connect the communities of West Oakland, Oakland, and other East Bay cities to the new East Span of the San Francisco Oakland Bay Bridge. The trail will is part of the regional Bay Trail. | ALA130030 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | ACTC | I-80/Ashby Avenue Interchange Improvements | Alameda County: I-80/Ashby IC: Reconstruct the Interchange. The proposed interchange elements include construction of a new bridge to replace the existing bridge and reconstruction of the interchange, construction of a new stand-alone bike & pedestrian overcrossing structure over the I-80 and provide access to Bay Trail from 65th Street, relocate frontage road, construct signal, ramp metering, lighting and landscaping. The bike & pedestrian overcrossing may be advanced as Phase 1. Cost for bike Ped elements is estimated at roughly \$40M, June 2021. | ALA170002 | 21-T09-061 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | Oakland | Oakland - 14th Street Safe Routes in the City | Oakland: On 14th St between Brush St and Oak St: Reduce travel lanes from four (4) to two (2) add Class IV protected bicycle lanes separated from travel by curbs and parked cars pave bike lane where necessary implement transit boarding island improve pedestrian facilities including pedestrian refuges, marked crossings, retimed signals and implement storm drain rain gardens. | ALA170043 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | ACE | ACE Fixed Guideway (Capitalized Maintenance) | ACE: Along ACE Corridor: Capitalized Maintenance payments required to operate along Host Railroad's corridor. Capitalized Maintenance payments will go to the Host Railroad for annual track and signal maintenance costs. | ALA170048 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Alameda | Alameda | Central Avenue Safety Improvements | Alameda: On Central Ave from Main St to Sherman St: Implement multimodal street improvements including reduction from 4 to 3 lanes, a center turn lane, bike lanes, a 2-way separated bikeway adjacent to 3 schools, roundabouts including at Central/Fourth/Ballena with OBAG3 funding, Central/Third/Taylor and Central/Main/Pacific, curb extensions, pedestrian refuge islands, rectangular rapid-flash beacons, new crosswalks and street trees/rain gardens. This Central Avenue project creates a comprehensive multimodal street between Main Street/Pacific Avenue and Encinal Avenue/Sherman Street, which is 1.7 miles in length and runs through the center of town. Central Avenue connects the Naval Air Station (NAS) Alameda PDA, a ferry terminal, a second proposed ferry terminal, various AC Transit bus lines, commercial and residential areas, the City's largest municipal park, Washington Park, and students biking and walking to/from several neighborhood/charter/magnet schools with an estimated enrollment of 5,000 students. Caltrans jurisdiction covers the east end totaling 0.75 miles as SR-61. The San Francisco Bay Trail covers the west totaling 0.75 miles. The project will achieve the following goals: -Allows for a safer street within a neighborhood heavily concentrated with schools, and includes a center turn lane, which the Federal Highway Administration deems has substantial safety benefits when reducing travel lanes from four to three -Constructs bike lanes or a cycle track compared to only 12 percent that is currently with a bike/pedestrian path -Makes it easier and safer for people to walk across Central Avenue with new traffic lights, curb extensions, pedestrian refuge islands, rectangular rapid fire beacons and new crosswalks at key intersections - Improves the streetscape with street trees, gateway features and rain gardens -Improves bicycle and pedestrian access along the San Francisco Bay Trail and -Provides accessible curb ramps and six accessible on-street parking spaces. | ALA170049 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Alameda | Oakland | Fruitvale Alive Bike/Ped Gap Closure | In Oakland: On Fruitvale Ave between Alameda Ave and E. 12th: Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve pedestrian crossings, add pedestrian scale lighting, reconfiguring/removing auxiliary and slip lanes to increase safety no road diet. | ALA170051 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Alameda | MTC | I-880 Integrated Corridor Management - Central | Alameda County: I-880 Corridor from Davis Street in San Leandro to Whipple Road in Union City: Building on the ICM work being done in the northern segment of the I-880 corridor, the I-880 ICM Central Alameda Project will identify how existing and planned incident management strategies and operations can be better coordinated and integrated across networks and jurisdictional boundaries in the central segment of the I-880 Corridor. Phase I: Along San Leandro Blvd and Washington Ave from West Juana Ave and Lewelling Blvd: Implement an integrated corridor management system | ALA170057 | 21-T07-057 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Alameda | Caltrans | GL: Alameda and Marin Counties - TOS-Mobility | Alameda and Marin Counties: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories - Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Lighting improvements, Emergency truck pullovers, Interchange reconfiguration projects Includes ramp metering and TOS Elements on I-580, I-680 and I-880 in Alameda County and US-101 in Marin County | ALA170060 | 21-T06-048 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Oakland | Lakeside Family Streets | Oakland: On Harrison St between 20th Street and 27th Street, and along Grand Ave from west of Harrison to east of Bay Place: Install cycle track, parking protected bikeways and protected intersection. On Harrison between Grand and 27th St: implement parking protected bikeway and sidewalk extension. The project includes crosswalk enhancements, install/upgrade of ADA compliant curb ramps, and intersection improvements. | ALA170063 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Hayward | Hayward - Main Street Complete Street | Hayward: On Main Street between Mc Keever and D Street: reduce roadway from 4 to 3 lanes (Road Diet with center turn lane), add bulb-outs (curb extensions) at intersections, add Class II green bike lanes for visibility, improve ADA access with new curb ramps, new sidewalks, create on-street parking opportunities that provide door zone protection for bicyclists, and resurface roadway and restripe. AC Transit routes will continue to operate on Main Street and accommodations for the transit stops will be provided along the street. | ALA170065 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |

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| Alameda | Berkeley | Southside Complete Streets and Transit Improvement | Berkeley: Various locations south of UC Berkeley: Construct two-way cycle tracks, signal modifications, transit improvements, loading zone modifications, pedestrian safety improvements, and pavement rehabilitation. Project includes two-way cycle tracks on Dana St from Dwight Way to Bancroft Way, on Bancroft from Milvia St to Piedmont Ave, and on Fulton St from Dwight Way to Bancroft Way, and the associated signal modifications on Dana St, Bancroft Way, and Fulton St; transit improvements on Bancroft Way from College Ave to Shattuck Ave including a dedicated bus lane; commercial and passenger loading zone and disabled placard blue zone improvements throughout the project area; pedestrian safety improvements at various intersections including protected pedestrian crossing phases, high-visibility crosswalks, refuge islands, new and upgraded ADA curb ramps, and intersection modifications at Bancroft Way/Fulton St; and pavement rehabilitation on Dana St between Dwight Way and Bancroft Way, on segments of Bancroft Way between Piedmont Ave and Milvia St, and on Fulton St between Dwight Way and Bancroft Way. | ALA170067 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Alameda | Clement Avenue Complete Streets | Alameda: On Clement Avenue between Broadway and Grand St: Create a comprehensive multimodal street between Broadway and Grand Street, which is 1.2 miles in length and at a gateway location for the city in the Northern Waterfront PDA making it easier to connect to Fruitvale BART, Oakland and beyond. The project will maximize the efficiency of the Miller-Sweeney Bridge, which is one of only five ways on/off the island, and will transform this 48-50 foot street from industrial railroad blight to a best practices multimodal corridor.*Complete Street Project*1) Bikeway-Installs Class IV bikeway Provides bike boxes with green pavement Installs bike signals at the Park Street/Clement Avenue intersection,2) Walkway-Widens sidewalks at locations narrowed by utility poles and trees to provide a continuous accessible path of travel Upgrades curb ramps to ensure compliance with the Americans with Disabilities Act Installs high visibility marked crosswalks, rectangular rapid flashing beacons and curb extensions,3) Safety-Improves lighting at marked crosswalks along the corridor,4) Railroad Remnants-Removes the abandoned railroad tracks down the center of the street and the remaining railway signs. Resurfaces the pavement at the railroad track removal area,5) Parking-Installs accessible on-street parking spaces Requires parking restrictions at key intersections to increase visibility and to allow for improved turning radii for trucks Removes parking at pinch points to provide a continuous path of travel where the sidewalk width is less than 36 inches,6) Driveways-Improves driveways to reduce vehicle encroachment into the sidewalk,7) Truck Access-Provides adequate travel lane widths, turning radii and loading zones for deliveries, and8) Streetscape-Installs street trees, bike racks, gateway features and wayfinding signs. | ALA170073 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Alameda | Alameda Grand St Pavement Rehab and Safety Imps | Alameda: Grand Street, Shore Line Drive to Otis Drive (0.3 miles): Resurface project street; perform minor maintenance repair to curbs, gutters, culverts, and curb ramps; install Class IV bikeway; install Rectangular Rapid Flash Beacon (RRFB) and marked crosswalks; enhance transit stops. This project helps protect and maintain city street surfaces, improve safety and mobility for all users and improve storm water surface drainage. | ALA170074 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Alameda | Fremont | Centerville Complete Streets of Relinquished SR84 | Fremont: Thornton Ave (San Pedro Drive/Dondero Way to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Convert the "Phase 1" portions of the relinquished SR 84 in Fremont into multimodal complete streets, with narrower lanes, curb extensions, reduced curb radii, ADA curb ramp upgrades, buffered bike lanes and improved sidewalks, intersections and ped crossing facilities, pavement rehabilitation, landscape / streetscape improvements, the addition of on-street parking between Thornton Avenue and Bonde Way, and left turn pockets. On Peralta Blvd (Fremont Blvd to approx. 0.1 miles east): Reduce lanes from two in each direction to one. | ALA170076 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | ACE | ACE: Railcar Midlife Overhaul | ACE: System-wide: Perform midlife overhaul of existing ACE railcars to extend useful life. The railcars being rehabilitated are approaching 20 years of service. Overhauling these railcars will increase the life of each car by over 25 years. | ALA170079 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| Alameda | ACTC | 7th Street Grade Separation East | Oakland: 7th St and rail tracks between I-880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St substandard underpass on an adjacent alignment, rail tracks, and other rail infrastructure at the Union Pacific Railroad (UPRR) tracks that maximizes the operation of the Port's overall roadway system to provide traffic management benefits. No through lanes will be added. The existing multi-use path along 7th Street (part of the Bay Area trail) will be improved and brought up to standard. Due to the delay in PFIP funding availability, Alameda CTC is planning on requesting LONP to align it with other funds programmed in FY 22/23, pending Caltrans's guidance. | ALA170085 | 21-T07-055 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |

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| Alameda | Albany | San Pablo Ave and Buchanan St Pedestrian Imps. | Albany: San Pablo/Portland intersection: Install Rapid Flashing Pedestrian Beacons. Taylor St./Buchanan Street intersection: Install a Pedestrian Hybrid signal. Marin Avenue and Buchanan Street merge: Realign merging roadways and the create a pocket park within the new realignment. The project will be delivered in three phases: Phase I scope includes Brighton to Portland and will be delivered in FY 2023-24. Detailed Phase I Project (CIP No. 24001) elements include: Pedestrian refuge areas at Garfield Avenue, and Portland Avenue. High visibility crosswalks at Brighton Avenue, Garfield Avenue, Castro Street and Portland Avenue. Pedestrian signals at Brighton Avenue. New ADA compliant curb ramps at Brighton Avenue, Garfield Avenue, Castro Street, and Portland Avenue. New rapid flashing pedestrian beacon at Castro and Portland Avenue. Pedestrian safety improvements at Clay Street, including high visibility crosswalks and pedestrian refuge island, has been incorporated into the Alameda CTC's San Pabla Safety and Bus Bulb Improvements (ALA230009). Phase II of the San Pablo Pedestrian Improvements Project is at Washington Ave and will include full signal installation and curb ramp improvements for the Washington Avenue intersection. This work has also been incorporated into Alameda CTC's aforementioned project/TIP. Phase 3 is for Buchanan Ave and would include improved signage and high visibility crosswalks at the Solano Avenue/Buchanan Avenue intersection, the Pierce Buchanan intersection, and the Taylor/Buchanan intersection, and realignment of the Buchanan/Marin intersection to improve traffic flow. | ALA170088 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Alameda County | Alameda County Complete Street Improvements | Alameda County: Various locations: Bicycle and ped safety improvements including a bridge replacement to accommodate sidewalk installation along Meekland Avenue from West Blossom Way to East Lewelling Blvd in the Cherryland Community with ADA curb ramp upgrades, rain gardens and landscape trees, new drainage inlets, and utility relocation. Add new location East Lewelling Blvd from Meekland Ave to E.14th street with Class II Buffered bike lanes, Class IV Bikeway, and sidewalk. Add new location Anita Avenue from Somerset Ave to Castro Valley Blvd with new sidewalk, RRFB, Bulb-Outs, Enhanced crosswalks | ALA190019 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Pleasanton | I-680/Sunol Interchange Improvements | Pleasanton: At the I-680/Sunol Blvd Interchange. Add 3 new traffic signals at the on/off ramps and at Castlewood Dr.; add 2 new on-ramp lanes (1 multipurpose and 1 HOV); add new protected bike facilities; add a paved pathway for pedestrians and bicyclists; add a new protected intersection at Arlington Rd/ Sunol Blvd.; and widen the bridge on I-680 over Sunol Blvd. to accommodate lane acceleration, sound walls, and lane striping. Widening is limited to the ramp and no additional lanes will be added to the mainline of either roadway. | ALA190020 | 21-T06-021 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | Alameda County | Niles Canyon Trail, Phase I | Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail. The multi-use trail will serve walkers and bikers users who seek to both recreate and commute through Niles Canyon between the Niles District and the Town of Sunol. The Niles trail project includes three phases between the following geographic limits: Phase I - The District of Niles near Vallejo Mill to Palomares Road Phase II - Palomares Road to Brightside railroad yard Phase III - Brightside railroad yard to the railroad station within the Town of Sunol. Phases II and III will be added to future TIP listings if needed. Total cost of all three phases is approximately \$105M (2019 \$) | ALA190021 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Alameda County | E14th St/Mission Blvd Corridor Improvements | Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor. Project includes new sidewalks, intersection bulb-outs, Class IV bikeways, landscaping, bus boarding islands, pavement resurfacing. No general purpose automobile travel lanes will be added or removed. | ALA190022 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Union C Transit | Union City Transit: COVID-19 Emergency Transit Ops | Union City Transit: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including administrative leave removal of health and safety hazards, such as additional vehicle and facilities cleanings costs associated with shutting down and/or restarting service materials like hand sanitizer, gloves, soap, and cleaners emergency protective gear relevant to the emergency temporary service, that is not part of regular service, provided in response to the emergency and essential delivery services. | ALA190027 | 21-T01-001 | Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125) | Not Modeled |
| Alameda | Union C Transit | Union City Transit Electric Bus Procurement | Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses. Union City Transit (UCT) has fourteen (14) compressed natural gas (CNG) heavy-duty transit buses that have exceeded and/or are nearing end of useful life and are eligible for replacement beginning in 2020, 2022, and 2024. The vehicles are requiring expensive repairs to components that are at the end of useful life. Instead of constantly investing in new components, UCT is seeking funding to migrate its fleet towards zero-emission vehicles. The fourteen (14) UCT vehicle stalls will require modification in order to accommodate vehicle charging, this will be an expansion within the existing facilities without increasing the parking footprint. This project will familiarize Union City Transit with electric vehicles in advance of future procurements to replace its remaining four (4) CNG heavy-duty transit buses by 2028 and to ultimately convert the entire fixed-route and demand-response fleets by 2030. | ALA190029 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | Oakland | Oakland 7th Street Connection Improvements | Oakland: 7th St between Mandela Parkway and Martin Luther King Jr. Way: Implement complete streets improvements that reduce vehicle travel lanes and installs protected bicycle lanes, traffic signal upgrades curb ramps, accessibility enhancements, transit boarding islands, pedestrian refuge islands, sidewalk repairs, and new carbon-capturing street trees. Closes a critical gap for people walking, biking, and connecting to transit between West Oakland and Downtown. The project will also install a road diet between Mandela and Adeline (currently 4 lanes 2 in each direction, after project 2 lanes, 1 each way) and between Adeline and MLK Jr. (currently 6 lanes, 3 in each direction with turn lanes under I-980, after project 4 lanes, 2 in each direction). This project is being coordinated with the HSIP 9 project (H9-04-022) at the 7th/Filbert intersection. | ALA210001 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |

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| Alameda | Oakland | East Oakland Neighborhood Bike Routes | Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements including construction of four Class III bicycle boulevards in East Oakland Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland. Project implements roadway and intersection improvements including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications. Neighborhood bike routes on four corridors in East Oakland to make crossing arterials safer and more comfortable, linking residents to schools, parks, transit, grocery stores and other community destinations. | ALA210002 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | ACE | ACE Capital Access Fee | ACE: Along ACE Corridor: Capital Lease payments required to operate along Host Railroad's corridor. | ALA210008 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Alameda | ACE | ACE Revenue Vehicle Communication Equipment | ACE: Fleetwide: Replace and upgrade ACE on-board communication equipment , including geolocation systems, radios, computers, and passenger information and communication equipment. | ALA210009 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 9 60ft Articulated Fuel Cell | AC Transit: Articulated Bus Fleet: Replace (9) Van Hool Articulated Diesel Buses that are at the end of its useful life with (9) Articulated Fuel Cell Buses. | ALA210011 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 50 40-ft Diesel Buses | AC Transit: Diesel bus fleet: Replace 41 30ft 2006 Buses and 20 40ft 2008 Buses with 50 40ft Diesel Buses | ALA210012 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | Fremont | Fremont Blvd/Walnut Ave Protected Intersection | Fremont: At the intersection of Fremont Boulevard and Walnut Avenue: Construct a new protected intersection including removal of existing right turn slip lanes, elevated/extended curb returns, high visibility crosswalks, intersection lane reconfiguration, and traffic signal replacement. The project will also install new video-based traffic and bicycle detection at the various approaches. The project will connect to existing elevated/separated Class IV bikeways and sidewalks along Walnut Avenue and Fremont Boulevard, connecting nearby high-density residential complexes to nearby commercial centers, job centers, recreational destinations, social services, and high-quality transit (Fremont BART station). | ALA210014 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Fremont | Fremont Blvd-Grimmer Blvd Protected Intersection | Fremont: At the Fremont/Grimmer and Fremont/Eugene intersections: Construct protected intersections, as well as elevated bikeway between the two intersections along Fremont Boulevard including removal of existing right turn slip lanes, elevated/extended curb returns, high visibility crosswalks, intersection lane reconfiguration, and traffic signal replacement. The project will also install new video-based traffic and bicycle detection at the various approaches. The project will connect to a proposed Class I multipurpose trail (currently under design) along Grimmer Boulevard, connecting nearby high-density residential complexes to nearby commercial centers, job centers, recreational destinations, and high-quality transit (future Irvington BART station). | ALA210015 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | AC Transit | Tempo Quick Build Transit Lane Delineation | Oakland: On International Blvd between 14th Ave and Durant Ave: Enhance the existing median bus lane for AC Transit BRT by adding safety features such as signage and delineators to increase motor and pedestrian safety. | ALA210017 | 21-T10-073 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Fremont | Sabercat Trail: Irvington BART to Ohlone College | Fremont: Starting at Blacow Rd, crossing Osgood Rd, across I-680 to Sabercat Historical Park: Create a safe and convenient Class 1 multi-use bicycle and pedestrian path. Bike/Ped Trail at Blacow Road with an overhead structure at BART and UPRR tracks, crossing Osgood Road with a protected intersection. The trail will cross Caltrans property and I-680 with a bicycle/pedestrian overcrossing (BPOC) and tie into the existing trail in Sabercat Historical Park forging a critical link in Fremont's city-wide cycling and pedestrian network, enhancing connectivity through and to the Irvington District. The "other state" funding includes AB 74 State Funds received through the Natural Resources Agency, AB 179 State Funds received through the Department of Parks and Recreation, and AB 179 State Funds received through the Department of Transportation. Phase 1 of the project will improve the existing trail in Sabercat Historical Park. Phase 2 is the trail extension over I-680 and to Osgood Road. | ALA210019 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Fremont | I880 Innovation Bridge and Trail (EBGW Reach 6) | Fremont: Along Fremont Blvd and Kato Rd, along Agua Caliente Creek and over I-880: Construct Class 1 multi-use trail and overcrossing. The Interstate (I)-880 Innovation Bridge and Trail Project is located within the Innovation District in the City of Fremont. The Project represents the southernmost segment of the East Bay Greenway (EBGW) regional trail. The Project consists of the following components: 1. An approximately 3,300-foot Class I multi-use trail along Fremont Boulevard and the west side of Kato Road 2. An approximately 310-foot bridge approach ramp along the west side of Kato Road 3. An approximately 850-foot bicycle and pedestrian bridge crossing over I-880 (Post Mile 2.6/2.9) from Kato Road on the east, to Landing Parkway on the west 4. An approximately 315-foot approach ramp and an approximately 540-foot Class I multi-use trail adjacent to the northern boundary of the Agua Caliente Creek (Alameda County Flood Control Channel - Line F) maintenance road connecting to Fremont Boulevard and 5. A mid-block traffic signal at Fremont Boulevard connecting the Project to the San Francisco Bay Trail (SF Bay Trail). PBA 2050 ID is 21-T08-060 | ALA210020 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | ACTC | Rail Safety Enhancement Program: Phase A (RSEP-A) | Alameda County: Various at-grade rail crossings: Implement safety improvements. The improvements include full pedestrian treatments (automatic gates, swing gates, channelizing railing and sidewalks), replace crossing panels and median islands, fencing, lighting, signage and striping lighting. The improvements and locations were developed from a crossing analysis approved by ACTC to advance safety and reduce impacts throughout Alameda County. RSEP-A will implement the near-term upgrades at 28 crossings and 2 trespass areas. | ALA210022 | 21-T07-055 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing | Not Modeled |
| Alameda | Oakland | 73rd Ave Active Connections to Transit | Oakland: On 73rd Ave between MacArthur and Coliseum BART (Hawley Street): Implement bus boarding bulbs, bus stop improvements, buffered bike lanes, crossing improvements, signal improvements On Hegenberger between International and Hawley Street: extend sidewalks | ALA210025 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | MTC | Bay Bridge Forward I-80/ Powell I/C Transit Access | Emeryville: At the I-80/Powell Street interchange: Proposed transit access improvements to this interchange include providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priorities, new and/or improved bus stops at the interchange vicinity. PBA2050 ID is 21-T06-049. | ALA210027 | 21-T06-049 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |

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| Alameda | Emeryville | 40th Street Transit and Multi-Modal Enhancements | Emeryville: Part 1 Project Limits - On 40th Street between IKEA Entrance signal and Adeline Street: Implement multi-modal improvements. Part 2 Project Limits - On Shellmound Street between IKEA Entrance signal and Christie Avenue: Implement multi-modal improvements. The multi-modal concept design for 40th Street and Shellmound Street in Emeryville includes the following design features for the length of the corridor: 1. A 10-12 ft wide, two-way separated (Class IV) bikeway is integrated into the design of the street on the north-side of 40th Street and west-side of Shellmound Street. The bikeway is typically at roadway grade, separated from the adjacent bus-only lane by a 4-ft wide raised side median. The bikeway is raised to sidewalk level through the bus hub areas. 2. Transit-only Lanes. Near intersections, buses will share the dedicated lane with right-turning vehicles. 3. Multimodal Intersection Improvements. Increase pedestrian and bicycle safety/comfort using the following: enhanced crosswalks striping of advance stop bars curb extensions on cross-streets phasing bike signal heads a protected intersection approach for cyclists (where feasible) bike boxes and green-backed sharrows and striping of dashed green pavement markings where two-way separated bikeway crosses through intersections and driveways. 4. Transit Stop Locations and improvements. Project will reduce underutilized transit stops to further improve the overall travel time for buses. All other bus stops are proposed to remain at their current near or far-side locations. Typical improvements on the north-side are 9 ft wide, 120 ft long transit passenger (bus boarding) areas. Typical improvements on the south-side of 40th Street and west-side of Shellmound Street are 13 ft shared sidewalk/ passenger (bus boarding) areas. The transit passenger areas are directly accessible from the sidewalk and fitted with amenities such as a shelter, benches, trash receptacle, and lighting. 5. 40th Street Bus Hub Area between San Pablo Avenue and Adeline Street: Includes continuation of the two-way separated bikeway on the northside of the street to Adeline Street, dedicated bus-only lanes, and dedicated bus boarding areas with enhanced transit passenger environment. Both Part 1 and 2 will be implemented as part of the same construction contract. | ALA210029 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | MTC | Regional Planning Activities and PPM Alameda | Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on ALA170007 | ALA210031 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Alameda | Pleasanton | West Las Positas Blvd Multimodal Reconstruction | Pleasanton: On West Las Positas Blvd. between Hopyard Road and the Iron Horse Trail. This project will reconstruct a 1.4 mile segment of a larger planned 3.8 mile reconstruction of West Las Positas Blvd. to provide high-quality multimodal facilities along the corridor by replacing the degrading roadway and reconfiguring it from a 6-lane section to a 4-lane section with expanded pedestrian pathways and elevated cycle tracks, landscaped buffers, intersection safety improvements, new parking accommodation, and a new stabilizing roadway subbase. | ALA210032 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Union C Transit | Union City Transit EV Charging Infrastructure | Union City ZEB Infrastructure Set-Aside. Electric Vehicle Charging Infrastructure. Union City Transit requires charging infrastructure for the sixteen (16) electric vehicles that have begun deliveries through the end of 2024. These funds will assist in acquisition and installation of the necessary equipment to support an increasingly electrified fleet of vehicles for the purpose of providing public transit. | ALA210201 | (blank) | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | BART | DT Berkeley BART Station Elevator Modernization | Berkeley: At the Downtown Berkeley BART Station: Modernize two (2) station elevators to replace/upgrade critical components of the elevator to utilize the latest technology increase performance and reliability improve safety to the latest applicable standards and update aesthetics. | ALA230001 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | Fremont | I-880/Decoto Road Interchange Modernization | Fremont: At the I-880/Decoto Road interchange: Reconstruct the existing interchange to include a new Class I trail and a dedicated bus lane in both directions of travel through the interchange. The proposed interchange modernization project will provide transit priority lanes and improve bicycle and pedestrian access through the interchange, while maintaining traffic operations within the I-880/Decoto Road interchange. The transit only lanes will be on the inside lanes in both eastbound and westbound directions, and it will extend between the project's eastern limit at the Decoto Road/Cabrillo Court intersection and the project's western limit at the southbound I-880 off-ramp. The proposed multi-purpose path will extend along the north side of Decoto Road through the interchange within the same limit. | ALA230002 | 21-T07-056 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | Fremont | I-680/Mission Boulevard Interchange Modernization | Fremont: I-680/Mission Blvd: Redesign the interchange to reduce the steep grade of the southbound off-ramp onto Mission Boulevard and incorporate a separated bicycle and pedestrian path along Mission Boulevard through the interchange. The current southbound off ramp has a grade in excess of 8%. | ALA230003 | 21-T08-060 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | BART | Hayward Fleet Maintenance Facilities | BART: At the Hayward Maintenance Complex: Expand the Hayward Maintenance Complex to accommodate rail vehicles and the tire fleet for maintenance and repair. General site improvements will satisfy the current drainage standards, security and system integration requirements, and safety. Located in southern Alameda County, the HMC is one of four revenue vehicle maintenance complexes in the BART system. This expansion is intended to support the new fleet preventative maintenance and BART extension to San Jose. The cost estimate is in 2022 dollars. | ALA230005 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | Oakland | Reconnecting the Town (RAISE) | Oakland: On Broadway between 2nd Street and 11th Street and 20th Street and West Grand Avenue; Martin Luther King Jr. Way between 2nd Street and 14th Street; and 7th Street between Brush Street and Mandela Parkway: Implement transit only lanes (Broadway), upgrade existing bikeway (MLK Jr. Way), road diet, new traffic signals, lighting, and bulbouts, and other infrastructure safety improvements and ADA upgrades for people walking and biking. All corridors will install fiber-optic cable to extend the existing ITS network. | ALA230006 | 21-T10-073 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |

List of 2025 TIP Projects by County and Air Quality Status

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| Alameda | ACTC | East Bay Greenway MM Phase 1 Lake Merritt-Bayfair | Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to Bayfair BART Station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that would span approximately 10.6 miles, traversing East Oakland, and San Leandro. The project will run along city streets including E. 10th St., E. 8th St., E. 12th St., San Leandro Streets, San Leandro Blvd., and E 14th St. Along E 14th St., the project also includes pedestrian safety improvements, bus stop improvements, and placemaking elements. Road diet segments are included and intersections will be modified at various locations for enhanced bicycle and pedestrian safety. | ALA230007 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | ACTC | San Pablo Avenue Bus/Bike Lanes | Oakland, Emeryville, and Berkeley: Along San Pablo Avenue from 16th Street in Downtown Oakland to Heinz Street: Install pedestrian crossing improvements and dedicated bus lanes and bike lanes | ALA230008 | 21-T10-077 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Alameda | ACTC | San Pablo Ave Safety Enhancements Improvements | Berkeley and Albany: San Pablo Avenue in Berkeley and Albany from Heinz St to the Contra Costa County line: Install bus bulbs and pedestrian/bicycle crossing improvements | ALA230009 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | ACTC | San Pablo Ave Parallel Bike Improvements | Berkeley and Albany: Various locations along bicycle boulevard/neighborhood bikeway routes parallel to San Pablo Avenue: Install bicycle improvements including crossing safety, speed/volume control measures, wayfinding, and other elements. | ALA230010 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | AC Transit | AC Transit: D6 Construct Hydrogen Fueling Infrastr | AC Transit: AC Transit Division 6: Construct hydrogen fueling infrastructure for fuel cell electric buses. ZEB Infrastructure Set-Aside Program. | ALA230201 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Alameda | LAVTA | LAVTA and CCCTA Hydrogen Fueling Stations | LAVTA and CCCTA: Facilities in Livermore and Concord: Design and construct two hydrogen fueling stations and maintenance infrastructure at existing County Connection and LAVTA maintenance facilities to accommodate the fueling of hydrogen fuel-cell electric heavy-duty transit buses in support of the I-680 Express Bus Program. The County Connection fueling station at its existing maintenance facility at 2477 Arnold Industrial Way in Concord will support up to 50 vehicles. The LAVTA fueling station at its existing maintenance facility at 875 Atlantis Court in Livermore will accommodate up to 120 FCEBs to facilitate the agency's complete conversion to procuring all FCEBs by 2029. The LAVTA facility will also accommodate future fleet growth and ensure scalability of clean-fuels transition and help catalyze broader FCEB manufacturing and uptake in California. Other Federal funds are Carbon Reduction Program funds. | ALA230202 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Alameda | Newark | Old Town Streetscape and Complete Streets | The Project will improve access, safety, and connections for pedestrians, bicyclists, and transit users, while also serving as a catalyst for private investment in buildings and uses within the Old Town PDA. The Project reduces the number of travel lanes on Thornton Avenue, freeing up space for wider sidewalks and bicycle lanes, where there are currently none. Additional safety and connectivity improvements include new high visibility crosswalks, curb extensions, bus stop amenities, and landscaping to improve the convenience and comfort of alternative travel modes. The Project is a key part of the City of Newark's Old Town Specific Plan's coordinated land use, economic development, and transportation strategy to inspire reinvestment and revitalization. | ALA230203 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Alameda County | Upper San Lorenzo Creekway Trail | The Upper San Lorenzo Creekway project will install a new 8.1 mile bicycle and pedestrian trail in central Alameda County. The project includes direct connections to Bay Fair, Hayward, and Castro Valley BART stations and Don Castro Regional Recreation Area. | ALA230205 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | AC Transit | Fruitvale Corridor Transit Signal Priority (TSP) P | The Fruitvale Corridor Project will improve transit operations on its most productive bus routes – Lines 20 and 21. The project will consist of installing TSP signal improvements and associated equipment. Fruitvale Avenue is a major transit corridor, carrying 3,100 riders per day with service ranging from every 15 minutes to every 5 minutes across 4 AC Transit lines – 14, 39, 20, and 21. Furthermore, Fruitvale BART is a major hub for 15 AC Transit lines, connecting Alameda and Fruitvale to the greater Oakland and Bay Area region. To further build upon the foundation of this corridor, AC Transit seeks to install 25 TSP signal improvements and associated controllers, radios, phase selectors, cable and other associated equipment at every signalized intersection along Fruitvale Avenue between MacArthur Blvd and E 9th as well as San Leandro St leading into Fruitvale BART, and E 12th St into 29th Ave. These signals would be operational to match AC Transit's 7 days a week service with a priority for improving transit speeds during peak hours where passenger loads and delay are the highest. Project will also include system testing and planning efforts. | ALA230206 | 21-T10-073 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Alameda | Berkeley | Addison Street Bicycle Boulevard Extension | In Berkeley on Addison Street from Bolivar Drive to the east side of Sacramento Street and on Addison Street from Milvia Street to Oxford Street, install Class I, III, and IV bicycle facilities, two traffic circles, a traffic diverter, RRFB and refuge median, PHB, signage, pavement rehab, and striping. The Addison Street Bicycle Boulevard project will provide a safe, low-stress east-west bicycle connection in Berkeley, filling a 1.5-mile gap in the city's existing bicycle boulevard network. The project will serve a central role in the City's bicycle network, meets public demand for safe, low stress bicycle routes, and is in an area of high demand for bicycling in Berkeley. In addition to filling a gap in Berkeley's Bicycle Boulevard network and improving destination connectivity, anticipated project outcomes include higher rates of bicycling and walking, lower rates of GHG emissions and vehicle miles traveled (VMT), improved safety outcomes on the corridor, and reduced transportation costs for Berkeley residents, particularly those living in disadvantaged communities along and adjacent to the Addison Street corridor. | ALA230207 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Alameda | Berkeley | Washington Elementary and Berkeley High SR2S | Crossing improvements at thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue. The project will improve bike and pedestrian safety outcomes for Berkeley public school students walking and bicycling to school in direct response to safety concerns that have been documented by the community. | ALA230208 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Alameda | AC Transit | AC Transit: Training and Education Center (TEC) Mo | These funds are for the retrofit of the current Training and Education Center to enable it to become both a bus maintenance and a classroom/laboratory facility. Also there funds workforce development activities. | ALA230209 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 42 40ft Urban Fuel Cell Buses | AC Transit: 42 Fuel Cell Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet. | ALA230210 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | AC Transit | MacDonald Avenue Transit Signal Priority - Phase 1 | MacDonald Avenue Transit Signal Priority Project Phase 1 - This project will install Transit Signal Priority (TSP) equipment along MacDonald Avenue in Richmond. The project will also include traffic signal upgrades, signal communication, and signal timing coordination. In addition, bus stops along the corridor will be improved through relocation, consolidation, installation of bus bulbs/islands. | ALA230211 | 21-T10-073 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Alameda | AC Transit | Foothill Corridor Planning Study | This planning study is to provide service and design alternative to reduce congestion delay and improve bus operations. The potential improvements include bus lanes, queue jumps, and sidewalk bulb outs, new traffic signals or other traffic controls. | ALA230212 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 23 40ft Urban Buses - Diesel | Purchase replacement diesel buses | ALA230213 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | LAVTA | LAVTA Bus Bay Rehabilitation | Rehabilitation of one bus bay in the Rutan maintenance shop to convert it so it can be used to maintain zero-emission hydrogen fuel-cell electric buses. | ALA230214 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | BART | Dublin/Pleasanton Access Improvements | Project will fully separate pedestrian, cyclist, and vehicle access infrastructure at Dublin/Pleasanton BART mobility hub (D/P Hub) by constructing 0.35-mile Class 1 two-way cycle-track and adding 0.15-mile ADA-compliant sidewalk, raised crosswalk, 21,500 sqft landscaping/stormwater management; installing 29 pedestrian-scale lights, new seating, wayfinding and art; replacing/upgrading 129 underpass lights; and adding 66 secure bike parking spaces and ebike charging. The project will vastly improve pedestrian and bicycle access to the D/P Hub, connect to existing segments of the Iron Horse Trail, and improve the active access connection between Dublin and Pleasanton across I-580. | ALA230215 | 21-T03-009 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Oakland | Bancroft Avenue Greenway | The Bancroft Avenue Greenway project will provide a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of most ages to essential places such as schools, parks, food markets and critical services at the Eastmont Town Center. Most importantly, this proposed Class I Path will become a destination in of itself, a car-free corridor conceived by and to belong to existing disadvantaged communities (DAC), addressing deficiencies in the active transportation network, serving as the much-needed neighborhood connector to transit hubs, and meeting an important community need for aesthetically-pleasing, nature-filled open spaces for community building, affordable recreation and physical activity. Construct two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation. | ALA230216 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 24 40ft Urban Diesel Buses | Purchase replacement buses to keep the District's fleet in state of good repair. | ALA230217 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | AC Transit | Purchase 23 60ft Artic Fuel Cell Buses | Purchase buses to meet State mandate of ZEBs in AC Transit's fleet. | ALA230218 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | AC Transit | AC Transit: Rehabilitate Maintenance Bays for ZEBs | Rehabilitate, retrofit and upgrade maintenance bays for safety and proper ventilation to work on ZEBs. | ALA230219 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | Fremont | Fremont Boulevard/Walnut Avenue Bikeway Project | The project will construct elevated bikeways and protected intersections along Fremont Boulevard from Country Drive to Mission View Drive and along Walnut Avenue from Paseo Padre Parkway to Fremont Boulevard. The project will provide bike/ped connections within and between the City's Downtown/City Center PDA, the Irvington Transit PDA, and other destinations. The project will be implemented in two phases: Phase 1 on Walnut Ave and Phase 2 on Fremont Blvd. | ALA230220 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Fremont | East Bay Greenway (Irvington to Fremont BART) | The project proposes to construct a segment of the East Bay Greenway Regional Trail, extending from Irvington District to Fremont Central Park, as well as a new Class I trail connection between the East Bay Greenway Trail to the Fremont BART station. Complete street improvements along the project corridors, including elevated bikeways, protected intersections, traffic signal upgrade, ADA curb ramps, sidewalk repair/replacement, storm drain modification, pavement rehabilitation, and landscaping. | ALA230221 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Livermore | I-580/Vasco Road Interchange Replacement | Livermore: The project will remove the existing overcrossing and replace it with a wider and taller bridge and reconstruct the on and off ramps and will include new traffic signals and safety elements. The proposed bridge will include 9 travel lanes and Class VI bicycle and pedestrian facilities. The project will enhance operations and safety for all modes of travel along Vasco Road, provide connectivity for bicyclist and pedestrian through the interchange corridor, and accommodate the future Valley Link. This Project is not anticipated to induce traffic nor VMT; the bridge widening and additional lanes to be added are primarily within the interchange limits, focusing on solving the interchange's operational and safety concerns with existing uncontrolled loop ramp configurations and adding complete street improvements. The Project is not adding arterial capacity to Vasco Road that deviates from the City's General Plan, and we are consistent with the existing approach on Vasco Road. | ALA230222 | 21-T06-019 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |

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| Alameda | Oakland | OakPARK+ | Implement various parking and transportation demand management programs in Oakland including: expanding demand-responsive parking pricing to all metered areas, piloting the installation of parking sensors in high-value metered spaces to efficiently collect occupancy data, implementing all-week retail-friendly metered parking, adding 500 new metered parking spaces, and creating a permanent Universal Basic Mobility Program. | ALA230223 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Alameda | Alameda County | Lower San Lorenzo Creekway Trail | The Lower San Lorenzo Creekway Trail project will install approximately 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility in central Alameda County. The project includes direct connections to the San Francisco Bay Trail. | ALA230224 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Alameda | Parking Pricing And Curb Management Strategies | Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals. | ALA230225 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Alameda | LAVTA | LAVTA Atlantis Facility | Design-engineering, project-management, and related technical support for construction of LAVTA's Atlantis Facility, including hydrogen fueling infrastructure and Fuel Cell Electric Bus (FCEB) maintenance needs. | ALA230226 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | Dublin | Village Parkway Complete Streets Improvements | The project is located in City of Dublin on Village Parkway from Amador Valley Boulevard to Kimball Avenue/north city limit. Construct streetscape elements, transforming the segment to a pedestrian and bike-friendly roadway incorporating complete street elements, median islands, bulbouts, high visibility crosswalks, bicycle facilities, and ADA upgrades. | ALA230227 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | LAVTA | AVLs for Replacement Vehicles | Purchase 12 Automatic Vehicle Locator (AVL) Systems for replacement buses. | ALA230228 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Alameda | LAVTA | LAVTA: Purchase Fareboxes | Purchase Fareboxes for 12 replacement vehicles | ALA230229 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Alameda | LAVTA | Replace (8) 40' Buses-Hybrid | Purchase 8 40' Hybrid replacement vehicles | ALA230230 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | LAVTA | Replace (4) 40' Buses-Fuel Cell | Replace four 40' Hybrid buses with 4 40' Fuel Cell Buses | ALA230231 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | LAVTA | LAVTA: Radios | Purchase Radios for 12 replacement buses | ALA230232 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Alameda | ACTC | Jackson Street Parallel Bike Improvements | The project consists of multi-use pathway improvements along the east side of Jackson Street within the University of California Village, between Buchanan St and 8th Street, parallel to San Pablo Avenue. This project is being delivered separately from the remainder of San Pablo Parallel Bike Improvements (ALA230010) due to utility and adjacent development conditions. | ALA230233 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | BART | BART Police Department Headquarters Project | Relocation of BART administrative headquarters with the Zone 1 patrol to an existing office building with tenant improvements. The five-story building and adjacent parking lot, formerly used for commercial office space, occupy 1.36 acres on two parcels. The building consists of 86,875 square feet of office space and a subterranean parking garage consisting of approximately 75 parking spaces. Building access is from Broadway, and the site is directly adjacent to 19th Street BART Station entrance at Broadway and 20th Street. The project includes tenant improvements for all five-stories to include features unique to police such as holding cells, armory, evidence room, etc. Improvements to the plumbing, electrical, HVAC, and fire protection systems may be needed as part of the tenant improvement. The project may also include structurally retrofitting the existing building, upgrading the existing perimeter fencing, security gate, and improving the existing parking lot. One floor, or portion thereof, of the building may be utilized by BART staff other than BART Police. The new BART Police Headquarters will be designed and built under a progressive design-build method, with an anticipated completion date of August 2026. | ALA230234 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Alameda | Alameda County | ACPWA Safety Action Plan | Develop a Safety Action Plan that focuses specifically on improving safety within the realm of transportation in the communities of unincorporated Alameda County. This Plan will evaluate and address various aspects of transportation safety, including road safety, pedestrian and bicycle safety, and public transit safety. | ALA250201 | 21-T07-058 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Livermore | East Avenue Corridor ATP Implementation 202222 | The project will implement roadway safety improvements along East Avenue and include bike lanes, sidewalk, crossing enhancements, lighting, signing and striping. | ALA250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | San Leandro | MacArthur Blvd/Superior Ave Roundabout | The project will install a roundabout at the intersection of MacArthur Blvd and Superior Ave. The scope of work consists clearing and grubbing, excavation, removal of asphalt and concrete, and installation a roundabout, new concrete sidewalk, curb ramp, curb & gutter, signage and striping trench drain, and planting of landscaping, shrubbery and trees | ALA250203 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Alameda | San Leandro | Dutton Ave Roadway Reconstruction | The project will reconstruct the roadway of Dutton Ave from E 14th St to MacArthur Blvd. The scope of the project include pedestrian improvements such as new sidewalks, ADA curb ramps, high visibility crosswalks. | ALA250204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Hayward | High Injury Network Supplemental Planning | Develop a Speed Management Plan and a High Injury Network Safety Plan that will supplement the City's Local Road Safety Plan. The Speed Management Plan will evaluate existing speeds and develop strategies for speed management. The High Injury Network Safety Plan will develop and identify projects along these areas/corridors: Downtown Area, A Street, B Street, Hesperian Boulevard, Jackson Street, Mission Boulevard, and Tennyson Road. | ALA250205 | 21-T07-058 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | San Leandro | Lake Chabot Road Erosion Repair | The Lake Chabot Road Erosion Repair will repair eroded slopes due to January 2023 storms. The project includes excavation, clearing and grubbing, removal of existing rock slope protection and concrete v-ditch. The project will install structural backfill and concrete, soldier piles, and new rock slope protection at two locations along Lake Chabot Road. | ALA250206 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125) | Not Modeled |

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| Alameda | Hayward | Tennyson Road Neighborhood Improvements | Multimodal improvements to Tennyson Road from Hesperian Boulevard to Mission Boulevard - for pre-environmental planning/scoping | ALA250207 | 21-T09-061 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Alameda | Livermore | BPMP - Local bridges preventive maintenance 202219 | Bridge Preventive Maintenance for 19 local bridges at various locations in the City of Livermore. See attached Attachment A. The BPMP has been submitted to Caltrans and is being reviewed and processed. Match funds will be from SB1 Gas Tax. | ALA250208 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | Newark | Thornton Ave Alternate Route Corridor Pavement Reh | Pavement rehabilitation of Thornton Avenue from I880 to Olive Street (Phase 1) and pavement rehabilitation of Thornton Avenue from Ash to Spruce Street (Phase 2). Each phase will also include improvements to the existing bicycle facilities and other safety improvements. Both phases will be implemented as part of one contract. | ALA250209 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Alameda | Livermore | Greenville Road/I-580 Interchange 199149 | The project will construct new interchange at I-580/Greenville Road to replace the existing interchange at Northfront and Southfront roads and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities. | ALA250210 | 21-T06-019 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | Alameda | Lincoln Ave/Marshall Way/Pacific Ave Corridor Imp | Project is located on Lincoln Avenue/Marshall Way/Pacific Avenue between Alameda Point at Main Street/Central Avenue and Broadway. Identified as a high priority for safety and mobility improvements. Project includes road diet - going from four to three travel lanes with a center turn lane and bike lanes - as well as a roundabout at Lincoln Avenue/Fifth Street/Marshall Way, flashing beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements. The concept will likely be phased in over time, as street sections are resurfaced and constructed with grant funding. Project web page: https://www.alamedaca.gov/LincolnMarshallPacific | ALA250211 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Alameda | Oakland Alameda Water Shuttle | Project is beginning as a two-year pilot water shuttle project between west Alameda and Jack London Square in Oakland. Alameda is lead, and WETA is operator, with service starting summer 2024. It falls under WETA's authority for operating on the Bay. The project includes leasing one pontoon boat and adding ADA-accessible ramp upgrades to the existing docks, and operations for two years. The shuttle service will be free for the pilot. If successful and additional funding is found, service will continue beyond the pilot period, and the vessel power will be electrified and dock-side charging will be added. Web page: www.alamedaca.gov/watershuttle | ALA250212 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Alameda | Livermore | Airway Blvd Bridge BR 33C019 at Arroyo Las Positas | The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250213 | 21-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | ACTC | East Bay Greenway MM Phase 1 Hayward | East Bay Greenway Multimodal Phase 1 Hayward Segment will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities. In addition, the project will also review and recommend pedestrian-scale improvements along Mission Boulevard. The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near-term safety and multimodal access improvements. | ALA250214 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Alameda | Oakland Alameda Estuary Bridge | Design and construct a moveable bicycle/pedestrian bridge across the Oakland Estuary between Alameda's west end and Oakland's Jack London Square. A PID will be completed by mid-2024. The project will create a safe, accessible, and convenient all ages/all abilities facility, where currently the only existing biking/walking facility is a two-way, three-foot-wide, shared-use pathway in the Posey Tube (SR 260) adjacent to vehicles traveling 45 miles per hour or more. This narrow path has inadequate passing space for bicyclists and pedestrians and is not Americans with Disabilities Act (ADA) compliant. The project will reduce the barrier effect of the Oakland Estuary on bicycle and pedestrian travel between western Alameda and downtown Oakland; improve multimodal connectivity between the two cities; encourage mode shift away from single-occupant motor vehicle cross estuary trips; provide a no-cost estuary crossing to better serve equity priority and disadvantaged communities in western Alameda, downtown Oakland and Oakland Chinatown; and increase resilience to climate change and improve disaster recovery for Alameda residents. The project will address a major deficiency on State Route (SR) 260 which does not provide standard, adequate bicycle and pedestrian access between two adjacent metropolitan areas, will close a major gap in the Regional San Francisco Bay Trail network, and will meet the estimated demand for bicycling and walking trips across the estuary. Project web page: www.estuarybridge.org | ALA250215 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 10 40ft Zero-Emission Buses | Purchase 10 40ft Zero-Emission Buses | ALA250216 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |

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| Alameda | Emeryville | The Emeryville Loop | The Emeryville Loop project will provide safe, low-stress biking and walking routes to work and shopping destinations in central Emeryville and install new designated transit lanes. The project closes a major gap in the City's existing active transportation network by providing a new pedestrian connection on Powell Street between Christie Avenue and Shellmound Street. Today, wide multilane arterial roadways that funnel high traffic volumes on and off I-80 pose barriers to people biking, walking, and rolling in the project area. This project will create separation between moving car traffic and people using active modes along high-stress arterials (Powell Street, Christie Avenue, Shellmound Street) and provide intersection improvements to make the arterial crossings safer and more comfortable. The project includes construction of new two-way Class IV separated bikeway facilities on high-stress arterial roadways, construction of new sidewalk to close a gap in the existing walking network, widened sidewalk, the installation of protected intersections at (4) major four to six lane arterial intersections, one new midblock crossing, and dedicated transit lanes. These countermeasures will create a safer, low-stress environment for people biking, walking, and rolling. | ALA250217 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Livermore | Bluebell Drive Bridge at Arroyo Las Positas 202426 | The project will replace the existing bridge with a free span bridge to improve creek flow conveyance and include safety elements and pedestrian and bicycle facilities. | ALA250218 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | San Leandro | Bancroft Ave and Williams St Bicycle Corridor Imp | The project will consist of installing raised class IV bike lanes along Bancroft Ave from E 14th St to north City limit, installing a class IV bike lanes along Williams St from San Leandro Blvd to Neptune Dr. Other components of the projects include traffic signal modifications, installation of RRFB, new sidewalks, driveways, curb and gutter, bus islands and bus shelters | ALA250219 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Livermore | Heather Lane Bridge COLV005 at Arroyo Las Positas | The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250220 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | Livermore | Bluebell Drive Bridge at Altamont Creek 33C0192, 2 | The project will rehabilitate or replace the existing culvert with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250221 | 21-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | San Leandro | Lake Chabot Road Stabilization | The project will install stabilization improvements of 240' and 350' linear feet at two segments of roadway along Lake Chabot Road due to slope depression and slope erosion. Installation of class II AB, HMA, structural backfill and concrete, soldier piles, ground anchor, concrete piling. | ALA250223 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125) | Not Modeled |
| Alameda | Livermore | Holmes Street Bridge 33C0426 at Arroyo Mocho, 2024 | The project will replace the existing bridge with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250224 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | Livermore | Isabel Ave and Portola Ave I-580 Interchange 20233 | The project will widen the Isabel interchange and the Portola overcrossing by two lanes and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities. | ALA250225 | 21-T06-019 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | Livermore | Stanley Blvd at Isabel Connector Ramp 202133 | The project will implement safety improvements and include curb extensions, crosswalks, ramps, and signal improvements. | ALA250226 | 21-T07-056 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | AC Transit | AC Transit: Paratransit Van Replacement | AC Transit: Paratransit fleet: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for replacing vans at end of their useful life. Provide funding for contracted paratransit services for the EB Consortium paratransit service. | ALA990052 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles | Not Modeled |
| Contra Costa | Contra Costa County | Vasco Road Safety Improvements | Contra Costa County: Construction of safety improvements along Vasco Road, a designated inter-regional route, from Walnut Blvd to the Alameda/Contra Costa County line. Beginning approximately 3 miles north of the County line, the completed Phase 1 of the project constructed approximately 1 mile of concrete median barrier and closed a gap in a truck climbing lane/passing lane. Phase 2 of the project will continue the concrete median barrier in the northerly direction through the existing 3-lane segment for approximately 1.5 miles. The existing roadway will be widened to provide the necessary width to construct the median barrier while maintaining the current number of travel lanes. As in Phase 1, associated signing, striping, turn pockets, retaining walls, drainage improvements, wildlife mitigation, bridge widening, and barrier end-treatments will be constructed as needed. Phase 2 will be completed when adequate funding is located. | CC-050030 | 21-T07-056 | Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area | Not Modeled |
| Contra Costa | Brentwood | Lone Tree Way Undercrossing | Brentwood: On Lone Tree Way at the UPRR track: Construct a grade separation underpass consisting of four travel lanes crossing under the railroad. Construct a concrete bridge structure, relocate numerous existing wet and dry utilities, high pressure gas lines, storm water pump station, retaining walls and landscaped parkway. CIP 336-3134. | CC-070013 | 21-T07-056 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing | Not Modeled |
| Contra Costa | ECCTA | ECCTA: Transit Bus Replacements | Tri-Delta Transit: 12 MY 1997 Transit Buses 7 MY 1998 Transit Buses 3 MY 2001 Transit Buses 20 MY 2001 Gillig Low Floors 1 MY 2003 Cutaway Van 1 MY 2006 Cutaway Van 4 MY 2010 Dodge Minivans 2 MY 2007 Chevrolet Minivans 6 45' over the road coaches 25 Ford cutaway DR vans 4 45' OTR coaches: Replace vehicles Clipper II Digital Comm Equip and 30 MDT terminals Procure equipment FY21 8 40-ft diesel buses FY23 30 DR cutaway buses. | CC-070092 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Contra Costa | CCTA | SR 239 - New State Highway Study | Contra Costa County: SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy. | CC-110066 | 21-T06-044 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |

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| Contra Costa | Danville | San Ramon Valley Blvd Improvements | Danville: San Ramon Valley Blvd from the Town Limits (south end, south of Ridgeland Circle) to Hartz Avenue (north end): Improvements consists of pavement slurry seal, pavement rehabilitation (dig-out repairs and overlay), pavement striping, ADA curb ramp upgrades, utility frame adjustments, replacing traffic signal devices, drainage inlet repairs, concrete sidewalk and bus stop repairs and traffic calming devices. Section 1 - Town Limits (south of Ridgeland Circle) to Sycamore Valley Road: Consists of pavement dig-out repairs, slurry seal, and pavement restriping. Restriping includes Class IIB bicycle lanes and high-visibility pavement markings. Section 2 - Sycamore Valley Road to Hartz Avenue: Pavement digout-repairs and pavement overlay, pavement restriping. Restriping includes Class IIB bicycle lanes and high-visibility pavement markings. | CC-170001 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Contra Costa | San Ramon | Iron Horse Trail Bike and Pedestrian Overcrossing | San Ramon: At the intersections of Bollinger Canyon Road and the Iron Horse Trail: Construct bicycle/pedestrian overcrossings. This work includes construction of the overcrossings, utility work, stormwater mitigation, ADA compliance, and landscape restoration. | CC-170014 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | San Pablo | Giant Road Pavement Rehabilitation | San Pablo: Giant Rd between Brookside Drive and Miner Avenue: Rehabilitate street pavement with an overlay and slurry seal, upgrade curb ramps to current ADA standards, replace striping, and eliminate sidewalk hazards. | CC-170031 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Contra Costa | Antioch | Antioch - L Street Pathway to Transit | In Antioch, construct concrete curb, gutter, sidewalk, dwys & ADA curb ramps, minor median island modifications, pavement micro-surfacing & ped safety flashing beacons on L St from Lemontree Way to Sycamore Dr and from 10th St to terminus of L St at Antioch Marina Circle. Re-striping to provide a Class II bike lane on L St from 10th St to Antioch Marina Circle & Class III bike route from Lemontree Way to Sycamore Dr. All work is w/in City ROW. Future Ph 2 includes traffic signals upgrades & new bus shelters. | CC-170035 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Concord | Concord Willow Pass Road Repaving SR2T | Concord: On Willow Pass Road (WPR) between Galindo Street and San Vincente Drive: Rehabilitate the pavement and repair damaged sidewalk, curb and gutter. Include an option to extend paving to Landana Drive) Existing curb ramps will be replaced to meet current ADA standards Pavement will be milled 4" and backfilled with 4" of hot mix asphalt (HMA) with a CIR section from Galindo St to San Vincente Drive (with a bid alternative to extend the work to Landana Drive) This pavement rehabilitation method will retain the existing grade of the pavement and will not cause excessive cross slope. The pavement base failure areas will be dug out after the milling and prior to placement of HMA wearing course. This project is combined with the Willow Pass Road Safe Routes to Transit Improvements. This project closes two sidewalk gaps and enhances an uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project includes the replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vincente Drive to connect residences to these amenities. A separate project will install a new rectangular rapid flashing beacon (RFFB) on Willow Pass Road at Ashdale Drive. The project will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project will include striping and signage for a Class IV cycle track on the north side of WPR from Parkside Drive to Landana Drive. To accommodate the cycle track, westbound travel lanes will be reduced from 2 to 1 from Landana Drive to Farm Bureau Road and some on-street parking from Farm Bureau Road to Parkside Drive is to be removed. The project includes bioretention, adjustment of traffic signals, grading, and landscaping to conform the improvements. | CC-170037 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Contra Costa | Pittsburg | Pittsburg BART Pedestrian and Bicycle Connectivity | Pittsburg: On California from Railroad to Harbor, Adjacent to SR4 from Railroad to Bliss Ave parking Lot, on Railroad from Delta DeAnza Trail to BART Station: construct Class I bikeways and associated imps. On Railroad from California to 17th: Construct Class II buffered bike path. Includes construction of multiuse Class I bikeways and Class II buffered bikeways, California Street and trail lighting, Railroad Avenue Street lighting, trail lighting along Bliss Avenue, intersection corner treatments, crosswalk treatment, modified driveways, benches, wayfinding and service information signage, traffic street light improvements, bioretention basin and water quality features, irrigation, and landscaping improvements. | CC-170040 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Pittsburg | City of Pittsburg Pavement Improvements | Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway. Rehabilitation may include crack sealing, base repairs, patch paving, milling, geosynthetics, as well as thin and thick asphalt concrete overlays. Federally participating sections include West Leland Rd from S Broadway to Serrano Way, West Leland Rd from Crestview Dr to Railroad Ave, and Loveridge Rd from Pittsburg-Antioch Highway to SR-4. Federally non-participating sections include West Leland Rd from Woodhill Dr to S Broadway, West Leland Rd from Serrano Way to Crestview Dr, and Loveridge Rd from SR-4 to Buchanan Rd. | CC-170042 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Contra Costa | Concord | Downtown Corridors Bike/Pedestrian Improvements | Concord: Various locations on multiple corridors connecting Downtown Concord to regional transit, senior housing, and low income communities: Make bicycle and pedestrian safety improvements including 1. relocate crosswalks, install high-visibility crosswalk markings, add pedestrian-oriented lighting, extend curbs and improve curb ramps, and widen a portion of sidewalk in a key location on Salvio Street and Broadway St, 2. install new bicycle facilities on Oak Street, upgrade portions of Salvio Street to full bicycle lanes, and close a bicycle facility gap on Grant Street by installing a contraflow lane, and 3. build on related city projects to add bicycle lanes on Grant Street and shared lane markings to Salvio Street near Todos Santos Plaza. | CC-170050 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Contra Costa | Martinez | Alhambra Avenue Downtown Resurfacing | Martinez: Alhambra Avenue from Marina Vista Avenue to Jones Street in the Downtown PDA: Resurface pavement with a 3" grind and overlay including base failure repairs, crack sealing, upgrade curb ramps to current ADA, adjust utility covers, and restriping | CC-170059 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |

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| Contra Costa | BART | Concord BART Station Modernization | Concord: In and around the Concord BART Station: Make capacity, access, placemaking, and state-of-good repair, improvements based on BART's 2016 Station Modernization Plan. Station improvements will focus on addressing state-of-good repair issues, improving station lighting, improving passenger circulation, expanding bicycle access, reducing fare evasion, and adding new architectural finishes, wayfinding, and public art to enhance customer experience, sense of safety, and placemaking. | CC-170060 | 21-T11-115 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Contra Costa | CCTA | Innovate680:Coordinated Adaptive Ramp Metering Ph1 | Contra Costa County: on NB I-680 between Alcosta Blvd to Olympic Blvd: Implement Coordinated Adaptive Ramp Metering | CC-170062 | 21-T07-057 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Contra Costa | Contra Costa County | Treat Boulevard Corridor Improvements | Contra Costa County: Implement bicycle infrastructure and pedestrian enhancements along Treat Boulevard between North Main Street and Jones Road in unincorporated Walnut Creek. Improvements include creating buffered bicycle lanes and a mixed-use path, existing crosswalk enhancements, closing three free right-turn lanes, eliminating a traffic bottleneck, signal relocations, and signal improvements. | CC-190012 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Contra Costa | CCTA | Bay Area MOD | CCTA: In the I680 Corridor and surrounding communities: Develop an integrated and scalable platform & application (app) aimed at reducing traffic congestion. The Bay Area MOD app will be a one-stop shop to assist travelers with mobility choices by seamlessly connecting multiple forms of shared and active transportation. The Bay Area MOD will provide real-time multi-modal trip planning options based on a user's origin and destination. The app will include a uniform payment system and offer incentives based on time of day and mode in an effort to incentivize and reward desired travel behaviors. Other Federal Funds are ATCMTD. | CC-190018 | 21-T03-009 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs | Not Modeled |
| Contra Costa | EBRPD | SF Bay Trail Point Molate | EBRPD: Along the shoreline connecting the bike/pedestrian trail over the Richmond-San Rafael bridge to the Point Molate Beach Park in the City of Richmond: Construct SF Bay Trail segment. Most of this segment of Bay Trail will be constructed within a 1.1 mile easement donated to EBRPD from Chevron Corporation, granting access to shoreline previously closed to the public. The project proposed to construct 1.25 miles of Bay Trail, highlight some of the rich history within the project area, and restore and enhance portions of the SF Bay shoreline for better species habitat and public enjoyment. | CC-190019 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Contra Costa County | North Bailey Road Active Transportation Corridor | Contra Costa County: On Bailey Road between Willow Pass and Canal Roads in unincorporated Bay Point: Narrow the four travel lanes and median to accommodate a separated two-way cycle track on the west side of Bailey Road, expand sidewalks on both sides of Bailey Road and install a landscaped buffer zone along the curb for enhanced pedestrian and bicyclist safety. Installation of a new traffic signal, ADA-compliant curb ramps, expanded sidewalks, and crosswalk enhancements will improve accessibility for all modes of active transportation. | CC-210001 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Lafayette | Lafayette Town Center Pathway and Bike Station | Lafayette: Between the BART station and downtown: Construct bicycle and pedestrian improvements including a new modular, self-park bike station at the south entrance of the Lafayette BART station, as well as a new pedestrian-oriented plaza and shared-use pathway to improve the connection between the south entrance and downtown Lafayette. | CC-210004 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Richmond | Richmond 13th Street Complete Streets Imps | Richmond: Along 13th St from Harbour Way to Costa Ave: Implement complete streets improvements including protected bicycle facilities, various pedestrian improvements, and a road diet with traffic striping and pavement markings. | CC-210007 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Contra Costa | ECCTA | ECCTA Hydrogen Fueling Maint Infrastructure Upgrad | ECCTA: Maintenance facility: Upgrade infrastructure needed for the safe maintenance of fuel cell electric buses in the same facility as diesel buses. Maintenance facility upgrades include upgrade electrical including lighting, upgrade ventilation including HVAC, fans and roof vents, install gas detection and alarm systems, install rolling fire doors, wall off/enclose the mezzanine and entryway into older structure of maintenance facility. RTPID 21-T07-057 | CC-210008 | 21-EN08-131 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Contra Costa | Caltrans | Central Ave I-80 Undercrossing Ped/Bike Improve | Richmond: On Central Ave crossing I-80 between San Joaquin St/Jacuzzi St and San Luis St/Pierce St: Improve ped/bicycle access with wider sidewalks, new sidewalk-level bikeways, crossing improvements, ped lighting, and fencing.Improvements include reconstructing wider sidewalks, new sidewalk-level bikeways, curb ramp modifications for new bikeways, improved ADA access, high-visibility crosswalk markings, green bikeway intersection markings, signage. The project will relocate existing electrical systems, add lighting underneath the freeway undercrossing, replace fencing between sidewalks and freeway abutments, railing between freeway columns adjacent to the new bikeways. This will improve pedestrian, bicycle comfort, safety, mobility while significantly reducing the level of stress for all users by providing a dedicated bikeway and wider walkway.The project improves access to adjacent neighborhoods that have high density housing, a variety of local and regional retail businesses, grocery stores including Pacific East Mall, El Cerrito Plaza, Costco, El Cerrito High School. It will increase access to jobs via regional transit, including the El Cerrito Plaza BART Station, AC Transit's Rapid Bus, Transbay L Route at Central Ave and San Pablo Ave, and Route 80 (Claremont District/El Cerrito Plaza BART) on Pierce St and Central Ave. It will improve regional trail and park access including the San Francisco Bay Trail, Ohlone Greenway, and Richmond's Central Park. | CC-210011 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | East Bay Integrated Transit Plan | Contra Costa County. The ITP will include a countywide study of transit services and travel markets to advance strategic coordination among bus transit operators in Contra Costa and between bus transit operators and BART. The study will inform the development of an ITP to be executed by CCTA and the Contra Costa bus transit operators, and included in larger regional transit integration plans. The Study will identify obstacles and opportunities for countywide transit service coordination and define certain routes/service areas for regional, subregional, and community transit operations (i.e., express, feeder service to BART, First/Last Mile to transit hubs). It will consider integrated fares, signal priority, improved access to park-and-ride locations, shared mobility hubs, integration with the Mobility-on-Demand multi-modal trip planning application, connection protection, ITS/capital projects, wayfinding, real-time information, scheduling coordination. | CC-210012 | 21-T10-093 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |

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| Contra Costa | San Ramon | San Ramon Transit Center - Shared Mobility Hub | San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements. The San Ramon Transit Center is located in the City's PDA, adjacent to the Iron Horse Regional Walking/Biking Trail and within the Bishop Ranch Business Park. Project includes improvements consistent with MTC's Shared Mobility Hub grant. The project includes the installation of new electric message boards alerting transit riders with real time transit messages, local/regional transit news and local updates transit center amenities adding more bike lockers, bike fix-it stations rehabilitating existing pavement and providing improved access for the public through ADA compliant upgrades and improved way finding and updating amenities. The overall sustainability of the transit center will be further enhanced with the addition of storm water treatment area that will accommodate run off from approximately 75% of the hub. | CC-210013 | 21-EN09-132 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | MTC | Regional Planning Activities and PPM - Contra Costa County | Contra Costa County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on CC-170004 | CC-210014 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Contra Costa | WCCTA | WestCat 45-foot Over the Road Coach Replacement | WestCAT: 45-foot over the road coach subfleet: Replace two vehicles past their useful life | CC-210015 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Contra Costa | ECCTA | ECCTA: Hydrogen Fueling Station | ECCTA: At the ECCTA maintenance facility located at 801 Wilbur Avenue, Antioch, CA 94509: Design and construction of a stand-alone hydrogen fueling station with the capacity to fuel up to 30 fuel cell electric buses | CC-210017 | 21-EN08-131 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for | Not Modeled |
| Contra Costa | CCCTA | CCCTA Electric Bus Charging Infrastructure | CCCTA: At the Arnold Industrial Way Facility: ZEB Infrastructure Set-Aside Funds for Electric Bus Charging Infrastructure | CC-210201 | (blank) | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Contra Costa | EBRPD | Martinez Bay Trail Gap Closure | East Bay Regional Parks District: Along the Carquinez Loop Trail and SF Bay Trail in the vicinity of Berrellesa St: Close a 0.5 mile gap by constructing a shared-use path along with crossing improvements | CC-230001 | 21-T01-003 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | CCTA - Countywide Smart Signals | The project will develop, manage, and implement Intelligent Transportation System (ITS) initiatives such as upgrading the existing legacy systems, providing interconnectivity throughout Contra Costa County signal systems and enhance the sharing of real-time information between agencies and the public. A unified signal technology and communication system throughout the County will enable the region to prepare for emerging transportation technologies and future Smart Cities initiatives. The project includes cloud-based Transit Signal Priority (TSP) technologies to promote transit usage reducing delay and transit times for transit vehicles. The traffic signal upgrades also include video analytics that provides ability to identify "near miss" situations and take proactive approach to prevent future occurrences. Other State funds are LPP | CC-230202 | 21-T07-057 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Contra Costa | Pittsburg | Pittsburg's Delta de Anza Multimodal Trail Safety | The Pittsburg's Delta De Anza Multimodal Trail Safety Improvements Project will implement a series of critically needed safety and operational enhancements to the Delta De Anza Trail within the communities of Bay Point, Pittsburg, and Antioch. Within these communities, 35 at-grade crossing exist on the Delta De Anza Trail. In coordination with Contra Costa County, City of Antioch, East Bay Regional Park District, and EBMUD, the City of Pittsburg will design, and construct the following improvements: 1) Delta de Anza Trail Crossing Intersections - Install raised crosswalks, rapid rectangular flashing beacons, high-visibility crosswalks, lighting, wayfinding signage, and green bike lanes; 2) Delta de Anza Trail improvements - Install landscaping, lighting, trail pavement, fencing, and other improvements consistent with the City's Living Green Gardens for sustainability. | CC-230203 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Richmond | McBryde Avenue Safe Routes to Parks | The project will create a safe and comfortable walking and biking route from an existing bike route on 37th Street, through the San Pablo Ave PDA, and across I-80 to Wildcat Canyon Regional Park. Improvements include resurfacing, a road diet from 4 to 2 vehicle lanes with a center turn lane and bike lanes, traffic signal modifications, curb ramps, curb extensions, high visibility crosswalks, sidewalk gap closures, traffic calming, and street trees. | CC-230204 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Contra Costa | Richmond | Bayview to BART | The project will create a safe and comfortable walking and biking route connecting the Del Norte BART station to the San Francisco Bay Trail. It capitalizes on existing multi-use paths, ties in to El Cerrito's Transit Oriented Development Complete Streets Projects, and will improve conditions around parks and schools. The project will build Class II bike lanes on Potrero Ave and Class IV protected bike lanes on the Bayview Ave overpass over I-580. Locations include S 51st St, Bayview Ave, Ells St, Ells Path, Cypress Path, Cypress Ave, S 47th St, S 49th St, Potrero Ave in Richmond. | CC-230205 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Walnut Creek | Walnut Creek Safe Routes to School Infrastructure | This project consists of infrastructure improvements that enhance safety and close gaps in the existing sidewalk network for pedestrian and bicyclists in the vicinity of schools and along known walking and bicycling routes to schools. | CC-230206 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Pinole | Bay Trail Gap Closure at Tennent Avenue | This project closes a 600 foot gap in the San Francisco Bay Trail linking the communities of Hercules, Pinole, and unincorporated Contra Costa County. Furthermore, this refines the crossing locations of a heavily traveled Union Pacific tracks improving safety for pedestrians and bicyclists. | CC-230207 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | Contra Costa Countywide Safe Routes to School | The Contra Costa Countywide Safe Routes to School Program will expand upon three subregional programs known as Street Smarts Diablo Region (SSDR), Street Smarts San Ramon Valley Program (SSSRVP), and Contra Costa Health Services (CCHS) Safe Routes to School Program to offer bicycle and pedestrian safety awareness education and encouragement to include every K-12 public school in Contra Costa County. The program will be available to serve all 170,000 students attending each of the 274 elementary, middle, and high schools within Contra Costa County's 18 school districts. The program will be offered annually to all schools. | CC-230208 | 21-T09-061 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs | Not Modeled |
| Contra Costa | Concord | Galindo Street Multimodal Corridor Project | On Galindo St. between Salvio St. and Clayton Rd; a new Class I bike path on the east side of the roadway. The segment between Salvio St. and Concord Blvd. is proposed to have a 10-foot-wide Class I shared bike/ped path. The segment between Concord Blvd. and Clayton Rd. is proposed to have a 12-foot-wide Class I path. The proposed Class I path will be separated from the street varying from 2 to 7 feet. The project includes vertical delineators on existing Class II bike lane on Clayton Rd. from Galindo St. and Grant St. to convert into a Class IV bike lane. RTIP ID 21-T08-060. | CC-230209 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Contra Costa | Lafayette | Connecting Lafayette: Downtown Pathways and School | The project would result in a Class I multi-use facility along School Street, a pathway along Topper Lane, and construction of a sidewalk along a segment of St. Mary's Road in Lafayette, CA. | CC-230210 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | Concord | Willow Pass Road Bike Lane Connection | Concord: Along Willow Pass Rd from Parkside Dr to Landana Dr and on Parkside Dr from Willow Pass Rd to Salvio St: Construct a protected Class IV cycle track along Willow Pass Road and Class II bicycle lanes on Parkside Drive. Install RRFBs and green conflict markings at a key intersection. It further fills a gap in the bicycle network that connects with planned and funded Downtown corridor improvements and ultimately provides a bikeway connection from the neighborhoods along the Willow Pass Road to the BART station. The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Over seventy-five percent of students at Mt. Diablo High, Olympic Continuation High, and Wren Avenue Elementary qualify for Free or Reduced Price Meals. Both schools enroll students from the low-income census tract encompassing downtown Concord (0601332800). The project further connects to several ongoing projects that are improving bicycle and pedestrian facilities in the downtown, allowing residents and students to access key downtown destinations and routes leading to the BART station. A portion of this project is also a part of the Safe Routes to Transit Program (SR2T). This project will create an "all ages and abilities" network enabling children and families to safely and confidently walk and bicycle to school. | CC-230211 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCCTA | CCCTA - Transit Corridors Study | The Transit Corridors Study will analyze four major corridors in County Connection's core service area and identify options to improve speed and reliability of buses. The study will assess current conditions, including operations, existing infrastructure, and ridership; gather passenger and community feedback; and develop recommendations for capital improvements that would reduce delays and travel time and ultimately enhance the customer experience. | CC-230212 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Contra Costa | Contra Costa County | San Pablo Ave Complete Streets/Bay Trail Gap Closu | Contra Costa County: Unincorporated Rodeo/Crockett: Implement a road diet and construct a Class I shared-use path along San Pablo Avenue from Pacific Ave to Pomona Street in unincorporated communities of Rodeo and Crockett. Project closes a 3.2-mile gap of the San Francisco Bay Trail. | CC-230213 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Contra Costa | Contra Costa County | Pacifica Avenue Safe Routes to School | Contra Costa County: Reconfigure roadway with 2,400 feet of two-way cycle track, 400 feet of new sidewalk, 500 feet of widened sidewalk, narrower travel lanes, bulb-outs, and 3 new raised crosswalks on Pacifica Avenue in unincorporated Bay Point. | CC-230214 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | San Pablo | San Pablo's Safe Mobility | The Broadway-El Portal Safe Routes (BESR) Project will construct a 1.25-mile, separated & protected, 2-way bicycle "cycletrack," & Safe Routes to School (SR2S) improvements between this cycletrack and Lake Elementary, Bayview Elementary and Helms Middle School. Additional pedestrian & transit improvements included in the BESR project are bus boarding islands—to facilitate safe transit usage that is safely integrated with the cycletrack—and an enhanced bicycle connection to an unincorporated neighborhood in Contra Costa County. Project will also include additional cycle track improvements to link SR2S improvements to the Contra Costa Community College transit center with cycletrack improvements to Mission Bell Drive, Moraga Road, Castro Road, and Campus Drive. This project also includes non-infrastructure components for safe routes to school. These non-infrastructure components will be carried out by Contra Costa Health Services. CC Health Services' \$24K contribution is reflected under the "Other Local" fund line. | CC-230215 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCCTA | CCCTA - Replace 22' Vehicles | CCCTA: Fleet: Replace 15 22' paratransit vehicles | CC-230216 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Contra Costa | CCCTA | CCCTA - Replace 40' Buses | CCCTA: Fleet: Replace 10 40' diesel buses | CC-230217 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Contra Costa | CCCTA | CCCTA - Replace Paratransit Vans | CCCTA: Fleet: Replace 3 paratransit vans | CC-230218 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Contra Costa | Pittsburg | Pittsburg Center Smart City Pilot | This project consists of implementing smart city technologies 1/4 mile transportation grid surrounding the Pittsburg Center BART station with connected technologies such as adaptive streetlights, connected traffic signals, and digital/static wayfinding signage. These upgrades will help encourage transit use, encourage walking and bicycling by creating safer and more complete streets, alleviate traffic, and attract local businesses. | CC-230219 | 21-T07-057 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Contra Costa | CCTA | Martinez Amtrak Shared Mobility Hub | Project includes improvements to the Martinez Amtrak Station to enhance the facility to a shared mobility hub, including reconfigure surface parking lot to a transit center; improve passenger pick up drop off area; install signage/wayfinding; and bike/ped improvements at the Amtrak Station and the streets around the Amtrak Station. | CC-230220 | 21-T08-060 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Contra Costa | Walnut Creek | Ygnacio Valley Road Fiber Infrastructure | This project will install fiber optic communication infrastructure and technologies on Ygnacio Valley Road between I-680 & Oak Grove Road | CC-230221 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Contra Costa | Martinez | Downtown Martinez Parking Technology Upgrades | Complete upgrade to the parking technology in downtown Martinez. Removal of individual meters and installation of multi-space parking kiosks that accept credit card and RFID payments. Installation of new wayfinding signage to better direct motorists to available parking. | CC-230222 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Directional and informational signs | Not Modeled |
| Contra Costa | Orinda | Lamorinda Smart Signal System Project | This project will enable the City of Orinda to upgrade the region of Lamorinda which includes the cities of Lafayette, Moraga and Orinda to a smart signal system that can: synchronize signals with each other and optimize traffic flow to smooth congestion; prioritize transit and emergency vehicles as needed; reduce emissions; use video detection and analytics to proactively identify "near miss" situations (for vehicles, bicycles, and pedestrians) and report those back to a traffic management center to aid in efforts to reach countywide Vision Zero goals; and facilitate the exchange of real-time information that will be essential to support future emerging technologies included connected and automated vehicles. | CC-230225 | 21-T07-057 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |

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| Contra Costa | Danville | Danville - Townwide Traffic Signal Modernization | The Townwide Traffic Signal Modernization/ITS project in the Town of Danville will modernize its traffic signal network, including replacing the Town's aging traffic signal hardware, vehicular detection systems, and communications infrastructure. It would improve bicycle, pedestrian, and vehicular safety; air quality and GHG emission reductions; connectivity; and reduce travel time. | CC-230226 | 21-T07-057 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Contra Costa | CCTA | Concord Smart Signals Project | The Concord Smart Signals Project will upgrade traffic signals to a smart signal system within the City of Concord to help reduce congestion and emissions, prioritize transit and emergency vehicles, and protect vulnerable road users. | CC-230227 | 21-T07-057 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Contra Costa | San Ramon | Crow Canyon Iron Horse Trail Bike-Ped Crossing | Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road. | CC-230228 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | Bollinger Canyon Rd Shared Mobility Hub | Shared Mobility Hub (SMH) at Bollinger Canyon Rd is one of the stops for the future I-680 Express Bus. The SMH includes elements such as enhanced bike/pedestrian facilities, bike chargers, connection to the Iron Horse Trail, transit signal priority, WiFi, real time traveler information, and bus bays. | CC-230229 | 21-T12-122 | Exempt (40 CFR 93.127) - Bus terminals and transfer points | Not Modeled |
| Contra Costa | CCTA | Antioch Bike Garden | The Antioch Bike Garden project will build a one-of-a-kind facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation. Using small scale modern streetscape design elements, this unique facility will be built in the City of Antioch's Prewett Park and will provide healthy, fun, outdoor recreation in a safe, vehicle-free environment. Learning stations throughout the course will aid group instruction and allow for self-guided education. | CC-230230 | 21-T02-008 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | L Street Pathway to Transit – Bicycle and Pedestri | The project includes Phase 2 improvements on L Street between 9th Street and Sycamore Drive in the City of Antioch, about 0.5-mile section. These improvements include new sidewalks under the railroad tracks and along the fairground, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities between 9th Street and Sycamore Drive, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications at 10th Street, E18th Street and Sycamore Drive. Other improvements include new bus stops and bus shelters, trail access and connection to bike facilities and sidewalks. "L" Street is on a Tri-Delta Transit bus route that serves and connects the PDA and the Equity Priority Area and serves Contra Costa County low and moderate housing development around "J" Street. "L" Street terminates at the entrance to the existing multi use Delta Trail/waterfront promenade which connects and serves the Antioch Amtrak Station. | CC-230231 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | SF Bay Trail Gap Closure: Martinez Intermodal Stat | The Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project will close a 0.5-mile gap in the 23-mile Carquinez Strait Scenic Loop Trail (CSSLT) and the 500-mile San Francisco Bay Trail. This project will construct a portion of the San Francisco Bay Trail that will connect Carquinez Regional Shoreline property on Carquinez Scenic Drive via an easement on the Union Pacific (UP) Railroad right-of-way to the existing public at-grade crossing at Berrellesa Street, then continuing north on Berrellesa Street to the existing San Francisco Bay Trail on the north end of the street. | CC-230232 | 21-T01-003 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCTA | Richmond Street Complete Streets Improvement | The project will improve Richmond Street, a minor arterial, to provide safe and accessible pedestrian connections between El Cerrito's residential neighborhoods to the El Cerrito del Norte and Plaza BART Stations, schools, civic and recreational destinations, commercial districts, and the City's San Pablo Avenue Priority Development Area (PDA). The project will improve access and safety for all modes of travel by rehabilitating the pavement; installing high-visibility crosswalks, roadway safety lighting, and rapid rectangular flashing beacons at uncontrolled crosswalks; installing enhanced traffic signing, green pavement markings, and signs to enhance the existing shared-lane bike facility (which complements the low-stress Ohlone Greenway, just 1-3 blocks West); installing painted tear-drop medians and in-fill streets trees for traffic calming; implementing safety upgrades at the Elm/Key/Hill Streets traffic signal; installing ADA compliant curb ramps; and repairing/replacing non-conforming sidewalk. Upgrades to the vehicle signal loop detection to enhance bike detection at the four signalized intersections within the project limits are proposed as part of the separate countywide CCTA Smart Signals project. | CC-230233 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Contra Costa | CCTA | Moraga Road and Canyon Road Complete Streets | The Moraga Road and Canyon Road Complete Streets Project will be implemented along Moraga Road between St Mary's Road and Moraga Way, and Canyon Road between Moraga Way and Sanders Drive, within the PDA in Downtown Moraga. Based on conceptual plans, the project scope is currently estimated to add 1233 LF new sidewalks, replacing/repairing 1872 LF nonconforming sidewalks, installing 14 ADA-accessible curb ramps, 12 Solar-powered Rectangular Rapid Flash Beacons (RRFBs), intersection timing with leading pedestrian intervals, 4 median pedestrian crossing noses, 4600 LF enhanced Class II bike lanes with buffer zones, pavement renovation, 25 street trees along new sidewalk, 3 new bus stop shelters with people-friendly benches and solar-power-compacted garbage bins, speed feedback signs, and other necessary improvements. The improvements will tie into previously constructed and future projects providing continuous safe routes for the residents of outlying rural areas connecting low-income residents to the schools and services within Moraga and provide improved access to active transportation modes. | CC-230234 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | CCCTA | CCCTA Replace (10) 40ft Urban Buses | Replace 10 40 ft diesel buses that have reached the end of their useful life. | CC-230236 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |

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| Contra Costa | Moraga | St. Mary's Road Multimodal Safety Improvement Proj | The Project will construct a three-way signal-controlled intersection at the St. Mary's Rd/Rheem Blvd intersection, a designated left-turn pocket with optional traffic signal at the St. Mary's Rd/Bollinger Canyon Rd intersection, and modifications to roadway alignment. Rheem Blvd will be widened in order to construct a Class II bike lane, which will connect to a Class I shared-use path along St. Mary's Rd. | CC-250201 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Contra Costa | El Cerrito | El Cerrito BART to Bay Trail Connection | Connect El Cerrito Plaza BART Station and the San Francisco Bay Trail. The project will evaluate & implement multiple on- and off-street alignment alternatives to implement all ages and abilities bikeways between these two endpoints. Potential treatments include separated bicycle facilities, protected intersections, signalized and flashing beacon crossing treatments, and protected vehicle-bicycle phasing to enhance safety. | CC-250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | ECCTA | ECCTA: Comprehensive Operational Analysis | The purpose of this project is to perform a comprehensive operational analysis of ECCTA's mobility services and redesign its transit system. The new mobility network should harmonize with Contra Costa Transportation Authority's Integrated Transit Plan, the Countywide Transportation and Mobility Hub Plans as well as the Metropolitan Transportation Commission's various regional plans to recapture current and future ridership in the region. | CC-250203 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Contra Costa | Contra Costa County | Kirker Pass Road Southbound Truck Climbing Lane | Contra Costa County: Install an additional truck climbing lane in the southbound direction of Kirker Pass Road starting 1,200 south of Nortonville Road to Concord City Limit and provide intersection improvements at the south Hess Road intersection in unincorporated Concord. | CC-250204 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area | Not Modeled |
| Contra Costa | Contra Costa County | Pacheco Boulevard Improvements | Contra Costa County: Widen roadway, add shoulders, add bicycle and pedestrian improvements, realign curves and install roadway modifications along 5.1 miles of Pacheco Boulevard from Blum Road to Morello Avenue in unincorporated Pacheco. | CC-250205 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Marin | GGBHTD | Golden Gate Bridge Seismic Retrofit, Phase 3B | This project would retrofit the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults. Seismic retrofit construction has been divided into three phases: Phase 1 includes implementation of seismic retrofit measures to the north approach viaduct and implementation of environmental mitigation measures. Phase 2 includes implementation of seismic retrofit measures to the south viaduct, south anchorage housing, Fort Point Arch, pylons S1 and S2, and utility modifications throughout the south approach structures. Phase 3 includes implementation of seismic retrofit measures to the suspension bridge, south pier and fender, north pier, north anchorage, and pylon N1. Earmarks: HBB SAFETEA earmark \$50M (for first year see MRN970016) | MRN050018 | 21-T01-005 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Marin | GGBHTD | Golden Gate Bridge-Suicide Deterrent SafetyBarrier | Conduct environmental analysis, engineering studies and preliminary engineering to determine alternatives and feasibility for a physical suicide deterrent system on the Golden Gate Bridge. Construct suicide deterrent system. Project includes wind-retrofit. Other State funds are Proposition 63 funds. | MRN050019 | 21-T01-007 | Exempt (40 CFR 93.126) - Safety - Safer Non-Federal-Aid system roads | Not Modeled |
| Marin | GGBHTD | GGBHTD: Facilities Rehabilitation | GGBHTD: Systemwide: As part of the District's Maintenance and Operating Facilities Program, this project will ensure that District facilities are properly maintained to achieve optimum performance and will achieve the maximum economic useful life from existing fixed assets including, but not limited to roofs, HVAC systems, air compressors and parts cleaners. | MRN050025 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Marin | GGBHTD | GGBHTD - Transit Systems Enhancements | GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities. | MRN130015 | 21-T01-002 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Marin | GGBHTD | GGBHTD Ferry Major Components Rehab | GGBHTD: Systemwide: Rehabilitate and replace major ferry components including navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, lifesaving equipment, propulsion systems and other ferry components. Prior funding for this program is programmed on MRN030011. \$2.2M in FY17 funds are FTA Passenger Ferry Grant Program funds | MRN150014 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| Marin | MCTD | MCTD: Replace Paratransit Vehicles | MCTD: FY17- 3 local 22ft paratransit cutaway gasoline vehicles: Replace contractor owned vehicles FY20- 16 local 22ft 2015 Starcraft paratransit cutaway gasoline vehicles: FY25- Replace 5 paratransit cutaway vehicles | MRN170003 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Marin | MCTD | MCTD: Replace Paratransit Vehicles with Vans | MCTD: 6 vehicles: Replace 5 local 22ft paratransit cutaway gasoline vehicles with accessible vans and purchase a third vehicle as a non-revenue support vehicle; FY2025 funds are for 3 vehicles | MRN170004 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Marin | GGBHTD | San Rafael Transit Center Relocation | San Rafael: San Rafael Transit Center: The SMART extension will bisect the existing transit center, eliminate Platform C, reduce the facility's transit capacity, and affect the long-term efficiency and operability of the facility. Phase 1 of the project will analyze three previously identified potential long-term alternatives and a no-build alternative, include an option to assess the possibility of additional alternatives, conduct community outreach and environmental clearance, and provide preliminary engineering design. When SMART commences service on their Initial Operating Segment in 2017, the SRTC will be operating in an interim condition which will limit the fiscal and operational efficiency of transit services. Phase 2 will complete final design and construction of the permanent San Rafael Transit Center. 21-T-01-002 | MRN170013 | 21-T01-002 | Exempt (40 CFR 93.127) - Bus terminals and transfer points | Not Modeled |
| Marin | Various | GL: Marin County - TOS-Mobility | Marin County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories - Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Lighting improvements, Emergency truck pullovers, Interchange reconfiguration projects Includes ramp metering and TOS elements on various locations along 101 in Marin County | MRN170018 | 21-T06-048 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Marin | Marin County | Marin City Pedestrian Crossing Improvements | Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety with new curb ramps. The new curb ramps are at the following locations- 3 at Terners Drive @ Driveway entrances to multi-family housing closest to Donahue, 4 at Terners Drive @ Terrace Way, 4 at Terners Drive @ Terrace Drive, 2 at Flemings Court @ Terrace Drive, 2 at Donahue Street @ Sherwood Drive, and 4 at Bay Vista Circle @ Donahue Street & Sherwood Drive | MRN190015 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Marin | MCTD | MCTD - Bus Stop Improvements | MCTD: Systemwide: Improve accessibility by installing wheelchair landing pads and other passenger amenities at multiple bus stop locations in the county. | MRN210002 | 21-T10-093 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Marin | MTC | Regional Planning Activities and PPM Marin | Marin County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on MRN170001 | MRN210003 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Marin | MCTD | MCTD: Replace Demand Response Vans | MCTD: Demand response vans: Replace 4 vehicles that are beyond their useful life | MRN210007 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Marin | MCTD | MCTD ZEB Charging Infrastructure | MCTD: At the 3010/3020 Kerner Parking Facility: Prepare the site for ZEB charging infrastructure | MRN210201 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Marin | San Rafael | San Rafael 2nd and 4th Street Intersection Improve | This project improves access to the non-conventional multi-legged intersection at the City's westerly gateway where two major arterial roadways meet a frontage road and residential streets. The intersection is difficult to navigate by motorists, bicyclists, and pedestrians. This project reconfigures the intersection and improves the traffic signal to extend the Cross Marin Bikeway while improving access and safety for pedestrians. These intersection enhancements are complementary to the Third Street improvement project, which includes a Class IV cycletrack along Second Street that is currently under construction. Project includes Demolition, concrete work including sidewalks, curb ramps, and realigning curbs, traffic signal modifications/upgrades, street safety lighting, pavement work, landscape, signage, striping, bicycle improvements, and transit stop | MRN230201 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Marin | MCTD | MCTD - Transit Corridor Improvements | This project will evaluate and make improvements to high ridership transit corridors in Marin County. Proposed improvements include enhanced passenger information, upgraded amenities at bus stops and transit priority improvements to make transit service faster, more reliable, and more accessible to riders. Target corridors are: - 4th Street, San Rafael - Lincoln Ave, San Rafael - South Novato Blvd, Novato | MRN230202 | 21-T10-093 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Marin | Corte Madera | Paradise Drive Complete Streets | The project includes multimodal enhancements with a new 8' wide shared-use path for pedestrians and bicyclists along the 1700' corridor. Additionally, the project will include new and improved crosswalk, including lighted signs or a Rectangular Rapid Flashing Beacon, near the Upland Circle intersection. To accommodate the new bike and pedestrian improvements and to reduce high vehicular travel speeds along the corridor, the road will be resurfaced and vehicle travel lanes will be narrowed down to 10 feet with a striped shoulder. New signs and striping will be added for additional safety and traffic calming purposes. Paved on-street parking will be included for residents and visitors of Ring Mountain Open Space. The road will be raised to protect against flooding and future sea level rise. | MRN230204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Marin | San Rafael | Canal Neighborhood Active Transportation Enhanceme | Pedestrian enhancements, bicycle boulevard treatments, and transit stop upgrades on 20 streets in the Canal neighborhood | MRN230207 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Marin | San Rafael | San Rafael Canal Crossing | Non-motorized bridge between Canal Street in San Rafael's Canal neighborhood and Third Street in San Rafael. | MRN230208 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Marin | MCTD | Fixed Route EV Charging and Maintenance Facility | MCTD: San Rafael: Construct new electric bus facility | MRN230209 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance | Not Modeled |
| Marin | Marin County | E Sir Francis Drake Bikeway Gap Closure | Corridor study and preliminary engineering for Bikeway gap closure along East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing | MRN230210 | 21-T07-058 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Marin | MCTD | MCTD- Onboard Technology | Marin Transit will replace on board AVL and fare collection equipment. | MRN230211 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Marin | Corte Madera | Central Marin Regional Pathway Gap Closure | Construction of Class I pathway, 2-way protected Class IV cycle track, and enhanced pedestrian/bike crossings at two uncontrolled crossings, including at a Highway 101 on/off ramp. | MRN230212 | 21-T12-128 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Marin | GGBHTD | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A | San Francisco /Marin Counties: Golden Gate Bridge This project would retrofit the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults. Seismic retrofit construction has been divided into three phases: Phase 1 includes implementation of seismic retrofit measures to the north approach viaduct and implementation of environmental mitigation measures. Phase 2 includes implementation of seismic retrofit measures to the south viaduct, south anchorage housing, Fort Point Arch, pylons S1 and S2, and utility modifications throughout the south approach structures. Phase 3 includes implementation of seismic retrofit measures to the suspension bridge, south pier and fender, north pier, north anchorage, and pylon N1. Earmarks: 05 Appropriation (5M\$) HPP #429 (\$8.8M) and HBB SAFETEA earmark (\$50M) partial, last three years in MRN050018. | MRN970016 | 21-T01-005 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Napa | NVTA | NVTA: Replace Rolling Stock | NVTA: Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet. | NAP090005 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Napa | NVTA | NVTA Equipment Replacement and Upgrades | NVTA: Napa Vine service area: Replacement and upgrades to transit equipment and existing facilities | NAP090008 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for | Not Modeled |
| Napa | Napa | SR-29 Bicycle and Pedestrian Undercrossing | Construct a Class 1, ADA-compliant, paved multi-use path under Highway 29 on the north side of Napa Creek within City of Napa limits. Project will include site work, paving, construction of earth-retaining walls, construction of fences, and planting. | NAP130004 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Napa | NVTA | Napa Valley Vine Trail Calistoga-St. Helena Seg. | In Napa County: Design and construction of the Calistoga-St. Helena Napa Valley Vine Trail Segment, multi-use trail from Calistoga to St. Helena. | NAP150003 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Napa | Saint Helena | Main Street St. Helena Pedestrian Improvements | Saint Helena: Along Main Street (SR29) from Adams Street to Pine Street: Replace and upgrade pedestrian facilities. The project will include the removal and replacement of approximately 1,100 linear feet of sidewalk, curb ramps, construct crosswalk enhancements, tree removal and replacement, landscape irrigation, sewer and water lateral replacement, and installation of street light electrical. | NAP170005 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Napa | American Canyon | Green Island Road Class I | American Canyon: Green Island Rd from Paoli Loop to Commerce Blvd: Construct approximately 4,200 LF of new Class 1 multi-use trail to accommodate cyclists and pedestrians, and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I bike facilities such as the Napa Valley Vine Trail. The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80 near three international airports and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and foster the economic vitality of the City. The Project will also enhance Napa PCAs by supporting local agricultural uses. | NAP170006 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Napa | Napa | Silverado Trail Five-Way Intersection Improvements | City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements. Caltrans will be the implementing agency for the project. | NAP170009 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Napa | NVTA | Imola Park n Ride and Express Bus Stop Improvement | Napa County: At the Caltrans owned and operated park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities that connect the ramps directly to the park and ride, and safety improvements, such as improved lighting and signal improvements. The facility improvements will also include long-term bicycle parking in the park and ride lot. These facility improvements are specifically designed to improve frequency, reduce running times and improve accessibility for the two highly productive ridership bus routes: the Route 29 Express to the El Cerrito Del Norte BART station and the Route 11X to the Vallejo Ferry Terminal. Currently, the Routes depart from the Soscol Gateway Transit Center in the center of Napa, a significant distance east of the SR29 Corridor. Relocating the stop to the Imola Park and Ride will reduce running time for each route by 20 minutes since the bus routes will not need to divert across downtown Napa and return back to the highway. | NAP190006 | 21-T12-118 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Napa | MTC | Napa Valley Forward: Safety and Operational Imp. | Napa: SR-29 Up Valley Corridor: Implement safety and operational improvements for a multimodal corridor. Provide operational and safety improvements at 3 intersections along the up valley SR 29 corridor at the intersections of Rutherford/SR 29 and Oakville Cross Road/SR 29. The improvements will relieve the significant traffic congestion along the corridor prevalent during peak commute periods and during the weekends. The intersection improvements will improve safety and corridor operations and also greatly improve bicycle and pedestrian access. The purpose of this project is to enhance multimodal safety, comfort and access and to efficiently manage traffic congestion for both residents, employees, and visitors in Napa Valley. Design will include multimodal assessment to determine level and quality-of-service for vehicle, bicycling, walking and transit modes. The corridor serves to two Communities of Concern in Napa County and the corridor is served by regional transit Routes 10 and 10X. | NAP190007 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Napa | MTC | Regional Planning Activities and PPM Napa | Napa County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on NAP170001 | NAP210001 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Napa | Napa Valley Vine Trail | Napa Valley Vine Trail - Yountville to St Helena | Napa County: Parallel to Highway 29 from Madison Street in Yountville to Pratt Avenue in St. Helena: Design and construct a 10 mile long, Class 1 multiuse path within the unincorporated County and City of St. Helena. The Napa Valley Vine Trail alignment for the unincorporated segment would start at the intersection of Highway 29 at Madison Street and generally follow the alignment of the Napa Valley Wine Train tracks and the Caltrans Highway 29 right-of-way to the St. Helena City Limit. In St. Helena, the alignment would be along Highway 29, Mitchell, Oak, Adams, the Napa Valley Wine Train (NVWT), and Pratt Avenue. The project would close a gap in the NVVT between the 12.5-mile segment south of Yountville and the nine-mile segment north of Pratt Avenue. | NAP230201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Napa | NVTA | SR-29 American Canyon Operational & Multimodal Imp | Complete the environmental document for the SR 29 operational and multimodal improvements through American Canyon, including intersection improvements and complete streets facilities. | NAP230202 | 21-T01-001 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Napa | Napa | Complete Streets Improvement Plan (Jefferson SS4A) | Develop a Complete Streets Improvement Plan for the Jefferson Street Corridor. Plan will identify opportunities for multimodal (bike/ped/auto/transit) safety and connectivity improvements along the Jefferson Street corridor, which is identified as a part of the City of Napa's High-Injury Network. Project funding is all for planning use. | NAP250201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Napa | Napa | Napa Planning and Demonstration Activities (SS4A) | SS4A Planning and Demonstration Activities. Develop a Complete Streets Improvement Plan for Redwood Road. Plan will identify opportunities for multimodal safety and connectivity improvements along Redwood Road, which is identified as a part of the City of Napa's High-Injury Network. Conduct emergency response time technology demonstration activities and enforcement technology activities. Project funding is for planning and demonstration activities only. | NAP250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | BART | BART-Elevator Renovation Program | BART: 61 locations system-wide: Renovate or rehabilitate elevators | ALA190014 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Regional/Multi-County | BART | BART Train Control Renovation | BART: Systemwide: Rehabilitate existing core system train control equipment that is over 30 years old and is near the end of its useful life. The funds requested for fiscal year 2005 will be used to replace speed command functions of the existing train control system. | BRT030004 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Regional/Multi-County | BART | BART: Traction Power System Renovation | BART: Systemwide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety. Additional components of this project for fiscal years 2006-2008 include: 1. Purchase & install 9 Sub Stations to replace Substations that are currently approaching the end of their useful life. 2. Install 4.5 Route Miles of 2 circuits of 34.5 kV Cables. 3. Purchase & install 20 more Negative Grounding Devices. 4. Purchase & install 150 more Multi-Purpose Relays, which will be installed on DC Circuit Breakers that will be replaced in more than 5 years. These relays have a number of features that will significantly reduce the severity & damage to the substations that have electrical faults. This will significantly reduce the time for & the cost of repairs to the aging equipment & thus enable reliable train service to be provided until all the Substations are replaced. 5. Replace / rehabilitate other parts as necessary on existing substations to enable them to remain in reliable service until the Substations can be replaced. | BRT030005 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Regional/Multi-County | BART | BART: Rail, Way and Structures Program | BART: Systemwide: Replace worn out mainline rail and make other timely reinvestments in way including, but not limited, to civil structures and all track subsystems. | BRT97100B | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| Regional/Multi-County | MTC | Bay Area Commuter Benefits Program | San Francisco Bay Area: Region wide: Implement the Bay Area Commuter Benefits Program. Senate Bill 1128, codified in California Government Code 65081, authorizes the Bay Area Air Quality Management District and the Metropolitan Transportation Commission to jointly continue the Bay Area Commuter Benefits Program. Employers subject to the program are required by law to register via the program website, select a commuter benefit, and offer the benefit to their employees. | MTC050001 | 21-EN09-132 | Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion | Not Modeled |
| Regional/Multi-County | MTC | Regional Streets and Roads Program | SF Bay Area: Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement and maintain computerized pavement management system (PMS), implementing PTAP (Pavement Technical assistance program), updating regional Needs etc. | REG090039 | 21-T01-003 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Regional/Multi-County | WETA | WETA: Ferry Channel and Berth Dredging | WETA: Various service areas: Regularly scheduled dredging to remove silt build-up that would otherwise keep ferries from operating from Vallejo ferry basin, Harbor Bay Channel and other WETA service areas. | REG090054 | 21-T11-095 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| Regional/Multi-County | WETA | WETA: Ferry Major Component Rehab/Replacement | WETA: Fleetwide: Rehabilitate and/or replacement major ferry components including shafts, propellers, navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, lifesaving equipment and other components. Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life. | REG090057 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| Regional/Multi-County | WETA | WETA: Fixed Guideway Connectors | WETA: This project includes rehabilitating and replacing the floats and gangway systems that allow the passengers to get from the vessels to the terminals (extension of the fixed guideway in the marine environment). This project will also replace existing passenger loading facilities (ramps), floating barges, piers and hydraulic systems. | REG090067 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Regional/Multi-County | ACE | ACE Positive Train Control | ACE: System-wide: PTC is an advanced train control system, utilizing sensors on trains, switches, tracks and signalized crossings, to allow for automated collision prevention, improved manual accident prevention, and improved headways. | REG110044 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Regional/Multi-County | MTC | Toll Bridge Maintenance | Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities | REG130001 | 21-T01-005 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Regional/Multi-County | MTC | Toll Bridge Rehabilitation Program | Bay Area: On 7 state-owned toll bridges: Rehabilitation program | REG130002 | 21-T01-005 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Regional/Multi-County | MTC | Regional Communications Infrastructure Upgrade | This project encompasses (1) highway operations equipment and the associated communications infrastructure (2) critical freeway and incident management functions and (3) transportation management center resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions. The program consists of a variety of activities, including the developing a robust and reliable regional communications network throughout the region improving access to comprehensive and accurate asset inventory information, evaluation of the effectiveness of existing hardware and systems, supporting proactive equipment life cycle planning, and enhancing communications connectivity along the 880 corridor. | REG170002 | 21-T07-053 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Regional/Multi-County | MTC | 511 Carpool and Vanpool Programs | SF Bay Area: Regionwide: Operate Carpool and Vanpool Programs [formerly known as '511 Regional Rideshare Program']. Earlier funding is included under REG090042. Toll credits applied in lieu of match non-federal funds are non-participating | REG170003 | 21-EN09-132 | Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion | Not Modeled |
| Regional/Multi-County | MTC | Climate Initiatives Education and Outreach | Bay Area: Regionwide: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs Program elements include: Bay Area Bike Mobile, the ECO2School program, the Family Biking Workshops program, and Bike to Work Day. | REG170006 | 21-EN09-132 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs | Not Modeled |

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| Regional/Multi-County | MTC | 511 Next Gen | SF Bay Area: Regionwide: The 511 program offers free multi-modal traveler information services via multiple dissemination platforms, including the federally dedicated 511 number, on the web and mobile devices at 511.org, and on regional information displays and electronic and wayfinding signage. The program also serves as the primary source for travelers and media during major disruptions and regional emergencies. In addition to supporting numerous MTC and partner initiatives, the program coordinates with many agencies and businesses for transportation information during regional events. The system aims to benefit travelers and to support effective management of the transportation system. The program intends to evolve with changes in technology and customer expectations, while maintaining information accuracy and reliability. Given the public's increasing reliance on private sector services for traveler information, 511 will focus on its strength as a data provider and leverage relationships with private sector traveler information providers in order to increase their dissemination of 511 traffic and transit data. Future program plans include reduction of real-time and trip planning features on the 511 phone and on a re-designed 511.org. Other Federal Funds are Work Zone Data Exchange (WZDX) Demonstration Discretionary Grant | REG170013 | 21-T07-050 | Exempt (40 CFR 93.126) - Other - Directional and informational signs | Not Modeled |
| Regional/Multi-County | MTC | Regional Planning - PDA Implementation | SF Bay Area: Regionwide: : Planning Assistance to support transportation investments and improve their performance in priority development areas. The goal is to fund comprehensive planning and technical assistance in Priority Development Areas that will result in intensified land uses around public transit hubs and bus and rail corridors in the region. | REG170016 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Regional/Multi-County | MTC | Clipper 2.0 Fare Payment System | SF Bay Area: Regionwide: The Clipper card provides seamless use of public transit across the Bay Area's roughly two dozen transit systems, thereby eliminating a key barrier for new riders of public transit and making fare payment far more convenient for riders. In addition to standard fares, Clipper can be used by seniors, youth, disabled and certain college student riders for discounted transit rates. Launched ten years ago as one of the first smart card transit payment systems in the United States, Clipper is now used by close to 800,000 transit riders a day across all of the region's transit systems and is starting to show its age. The current software design precludes customers from adding value to their cards in real time via a mobile app and fare adjustments are time consuming and costly. Age also brings with it more frequent system failures and the need to replace equipment, yet many Clipper components are now obsolete. To keep pace with the Bay Area's growing reliance upon public transit, it's clear that it's time for an upgrade to Clipper 2.0. | REG170022 | 21-T07-057 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for | Not Modeled |
| Regional/Multi-County | MTC | TCP Financing Repayment Obligations | SF Bay Area: Regionwide: Repayment of principal balance and interest costs associated with securitization of future FTA formula fund apportionments. Principal balance is approximately \$1B, with interest cost in the \$300M-\$500M range, to be paid back through FY35. | REG170023 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Regional/Multi-County | MTC | Regional Planning Activities and MTC | Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding programmed on REG170001 | REG210001 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Regional/Multi-County | MTC | Priority Conservation Area Grant Implementation | Regionwide: Administration of the Priority Conservation Area (PCA) grant program, which funds the planning, design, and implementation of projects that improve access to priority habitats, open spaces, and recreational opportunities. Toll credits will be used in lieu of match for STP funds. | REG210201 | (blank) | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Regional/Multi-County | Caltrain | Caltrain Mini-High Platform Improvements | Caltrain: Systemwide: Install mini-high platforms at 13 stations to improve ADA Access and reduce dwell times at stations. Work will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified. Upgraded stations include: Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy | REG210202 | 17-10-0026 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Regional/Multi-County | MTC | Bay Trail Planning and Technical Assistance | SF Bay Area: Regionwide: Bay Trail Equity Strategy, Design Guidelines, Strategic Plan, Data Strategy, Needs Assessment/Ops and Maintenance Plan, and Technical Assistance. RTP ID is 21-T08-060. Toll credits will be used in lieu of match. | REG230201 | (blank) | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | Regional Mapping and Wayfinding | SF Bay Area: Regionwide: The goal of the Regional Mapping and Wayfinding Project is to design and deploy a fully harmonized suite of maps, signs and transit information in all Bay Area transit locations — from individual bus stops to major hubs like the Salesforce Transit Center, the Eastridge Transit Center or the El Cerrito Del Norte BART station — and to provide practical, predictable guidance to the walkable destinations, local shuttles and the like that extend from these transit stops. | REG230202 | 21-T03-009 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information | Not Modeled |

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| Regional/Multi-County | MTC | Regional ITS Architecture | <p>The Bay Area Regional ITS Architecture (RITSA) is the blueprint for Intelligent Transportation Systems (ITS) project coordination and integration in the San Francisco Bay Area. The Bay Area ITS Architecture is available online at https://itsbayarea.mtc.ca.gov. It is periodically upgraded and maintained by the Metropolitan Transportation Commission (MTC) on behalf of region's stakeholders. The purpose of the Architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve safety and efficiency for travelers and the agencies providing transportation services across all modes. The system also maintains inventory of mobility projects and services that benefit travelers in the region.</p> <p>Bay Area RITSA follows the national Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) framework and is maintained to comply with the latest ARC-IT version. Changes to the system is made based on Bay Area stakeholders' input. Some other smaller updates were also addressed at that time.</p> <p>The Bay Area RITSA facilitates ITS planning and aids in coordinated ITS project development, procurement, and delivery. The Architecture website provides access to comprehensive information about the ITS in the region, including project-specific data. Agencies in the Bay Area that implement ITS projects using Federal transportation funds are required to be consistent with the Bay Area ITS Architecture (pursuant to 23 CFR 940.9 and 940.11). It provides all the components required by the FHWA Final Rule and FTA Policy for regional ITS architectures.</p> | REG230203 | (blank) | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | Regional Vision Zero/Safety Prog Coord-Outreach | <p>Support regional work by coordinating Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region. Workshops would bring outside knowledge to a forum to share best practices with our regional partners and bring up the level of knowledge of best practices throughout the region. Peer Exchanges would provide the opportunity for our regional leaders to share their knowledge, experiences, and successes with regional partners. Develop a data-driven outreach campaign which would use the work that went into developing our Regional Vision Zero Action Plan to identify a key issue that is affecting our region and develop an effective outreach campaign to address that issue.</p> | REG230205 | 21-T09-061 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | Active Transportation Technical Assistance | <p>SF Bay Area: Regionwide: Provide technical assistance to local agencies for active transportation policies and projects to spur implementation of Complete Streets Policy and the AT Network, while securing additional ATP funding. TA support includes: scoping projects for grant applications, writing and reviewing grant applications, complete Streets Policy implementation, designing All Ages and Abilities facilities, preparing active transportation projects for construction. Toll credits will be used in lieu of match.</p> | REG230206 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | BART | BART Variable Parking Pricing | <p>Variable Parking Pricing will better manage parking demand and deliver vehicle miles traveled (VMT) reduction, air quality improvements, and greenhouse gas (GHG) reduction benefits. Applied correctly when facilities are full, parking price increases encourage use of alternative (e.g. non-automobile) modes of access to BART. Parking is then efficiently used only by those who most need it. The current parking pricing software only supports one parking price per station, preventing BART from lowering or raising prices in response to temporal (time of day, day of week, or seasonal) variations in demand. New software will allow BART to maximize ridership by implementing these price variations and provide the ability to extend parking pricing to evenings and weekends.</p> | REG230207 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Regional/Multi-County | MTC | Incident Management Program | <p>SF Bay Area: Regionwide: The purpose of the program is to deploy projects that manage congestion by preventing and/or addressing incidents that occur along Bay Area corridors and arterials. The Incident Management program also utilizes operational and management tools, including advanced transportation management technologies and systems, to enhance mobility and safety.</p> | REG230208 | 21-T07-053 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Regional/Multi-County | BART | Link21 - Phase 1: Program Development | <p>The BART transbay tube connecting San Francisco and the East Bay reached its operational capacity before the 2020 pandemic, and requires periodic renovation. The nine-county Bay Area is the center of a megaregion, from Monterey County to the northern San Joaquin Valley to Placer County northeast of Sacramento. This 21-county megaregion supports the fifth largest economy in the world, and is increasingly dependent on its rail network, including the BART transbay crossing. BART and its rail partners are engaged in planning for a new transbay rail crossing within the context of the mega-regional rail network. The project is currently in Planning phase.</p> | REG250201 | 21-T11-112 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | Caltrain | Caltrain: Signal/Communication Rehab. & Upgrades | <p>Caltrain: Systemwide: The signal and communications rehabilitation and upgrades program includes a wide range of work to maintain Caltrain's existing signal and communications systems in a state of good repair. Signal system rehabilitation and replacement includes: signal control and associated software control programs wayside signals signal wires, conduits, pull boxes signal support structures signal house structures and signal house components crossing mechanisms, including arms, lights, signs, foundations, auditory warning devices switch machines various wayside detectors to safeguard the rail infrastructure and any other necessary components for the signal system to function correctly. Communications rehabilitation and replacement includes existing systems such as: modems communications land lines, including fiber optic cables land line interfaces antennas switches radios software and other necessary communications related hardware. The modification of communications equipment may occur along the Caltrain corridor, at existing base stations located at surrounding mountain tops and the Central Administrative Office, on train consists, and maintenance vehicles, as well as other stationary equipment located along the Caltrain right-of-way.</p> | SM-050041 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |

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| Regional/Multi-County | Caltrans | GL: Highway Safety Improvement Program | GL: Safety Imprv - Highway Safety Improvement Program: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers. | VAR170002 | 21-T01-007 | Exempt (40 CFR 93.126) - Safety - Highway Safety Improvement Program implementation | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation. | VAR170004 | 21-T01-006 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Safety Improvements - SHOPP Mobility Program | SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers | VAR170005 | 21-T01-006 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes) | VAR170006 | 21-T01-006 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Safety Imprv. - SHOPP Collision Reduction | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers | VAR170007 | 21-T01-007 | Exempt (40 CFR 93.126) - Safety - Guardrails, median barriers, crash cushions | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Emergency Repair - SHOPP Emergency Response | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period | VAR170008 | 21-T01-006 | Exempt (40 CFR 93.126) - Other - Repair of damage caused by natural disasters, civil unrest, or | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Safety Improvements - SHOPP Mandates | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers | VAR170009 | 21-T01-006 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Bridge Rehab and Reconstruction SHOPP | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). | VAR170010 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Shoulder Imprv - SHOPP Roadside Preservation | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas | VAR170011 | 21-T01-006 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR) Projects. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). | VAR170012 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Railroad-Highway Crossing | GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR 93.126 Exempt Tables 2 categories - Railroad/highway crossing | VAR170017 | 21-T01-006 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing | Not Modeled |
| Regional/Multi-County | MTC | Bike Share Capital Program | SF Bay Area: Regionwide: Coordinate planning, outreach, policy and information sharing for bikeshare and micromobility programs. Fremont, Richmond, and Marin and Sonoma Counties, along the SMART Corridor: Various Locations: Implement bike sharing. Richmond will receive \$1,024,000, Fremont will receive \$659,000 and SCTA/TAM will receive \$826,000. MTC will receive \$75,000 to administer the grant. | VAR170024 | 21-EN09-132 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Regional/Multi-County | MTC | GL: Lifeline Transportation Program Cycle 5 and 6 | SF Bay Area: Region-wide: 5307 Lifeline set-aside from FY17 and FY18 Large and Small UA. Various 5307 Lifeline projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt Table 2 | VAR170025 | 21-T01-001 | Exempt (40 CFR 93.127) - Bus terminals and transfer points | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor | GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes) | VAR190001 | 21-T01-006 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Regional/Multi-County | MTC | GL: Transit Operating Assistance | GL - SF Bay Area: Region-wide: Transit Operating Assistance | VAR190006 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Regional/Multi-County | MTC | GL: Transit Preventive Maintenance | GL - SF Bay Area: Region-wide: Transit Preventive Maintenance | VAR190007 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Recreational Trails Program | Grouped Listing: Regionwide: Projects with US Recreational Grant Program Funds. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3 | VAR190009 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Regional/Multi-County | MTC | GL: FTA 5311 Rural Area FY21-FY24 | GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2 | VAR210001 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Regional/Multi-County | Caltrans | GL: Fed Lands Highways Pgm-Tribal Transport Pgm | SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Safer non-Federal-aid system roads, Shoulder improvements, Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian Facilities | VAR210002 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |

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| Regional/Multi-County | MTC | GL: Transit ADA Operating Support | SF Bay Area: Region-wide: Transit ADA operating support | VAR210003 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Regional/Multi-County | MTC | Technical Assistance Mobility Hub Pilot Program | SF Bay Area: Regionwide: Mobility hubs provide highly visible intermodal connections that encourage transit trips and first/last mile biking and connections, especially when co-located with other | VAR210006 | 21-EN09-132 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | Bay Bridge Forward Preliminary Engineering | SF Bay Area: Various bridge corridors and corridor approaches: Conduct preliminary engineering and planning studies to advance Bay Bridge Forward projects into delivery. Project include, but not limited to transit priority projects (near-term, Blue Ribbon accelerated actions, and mid-term improvements), high occupancy vehicle lane strategies and policies, integrated bridge corridor operations and dynamic transit routing, technology and operational improvements, active transportation, bike share, commuter parking, first and last mile solutions, and other multi-modal/demand management/pricing strategies. | VAR210007 | 21-T06-049 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | I-880 Optimized Corridor Operations | Alameda and Santa Clara Counties: Along the I-880 corridor: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The I-880 corridor serves an integral role in the Bay Area transportation network by connecting Alameda County and Santa Clara County/Silicon Valley. The goal of this project is to develop and implement strategies to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterials. | VAR210008 | 21-T06-049 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Regional/Multi-County | MTC | GL: FTA Section 5310 Program FY20 - FY23 | SF Bay Area: Region-Wide: Enhanced Mobility for Seniors and Persons with Disabilities Program Lump Sum Listing. Project include Vehicle replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126 | VAR210201 | 17-10-0027 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Regional/Multi-County | Caltrans | GL: PROTECT Planning Studies | Bay Area: Various Location: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C. Other State funds are PTA. | VAR230201 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Regional/Multi-County | Caltrain | Fencing for Caltrain Right of Way | The Fencing for Caltrain Right of Way project, implemented in phases, will install approximately 90.4 miles of winglets onto Caltrain fencing along the railroad Corridor as part of a series of safety improvement intended to increase safety, including suicide prevention. The Caltrain Corridor serves the counties of San Francisco, San Mateo, and Santa Clara. | VAR230202 | 21-T01-002 | Exempt (40 CFR 93.126) - Safety - Fencing | Not Modeled |
| Regional/Multi-County | GGBHTD | GGBHTD ZEB Infrastructure | GGBHTD: In San Rafael: Design, Purchase and Installation of ZEB Infrastructure | VAR230203 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Regional/Multi-County | MTC | Mobility Hubs-Parking Management Planning and TA | The goal of the Mobility Hubs and Parking Management Planning programs are to assist jurisdictions, transit agencies and county transportation agencies in developing a hub plans or parking management plans. Jurisdictions, transit agencies and county transportation agencies are eligible to receive planning grants through a competitive process. MTC anticipates recommending grant awards to the Commission for approval in June 2023. In addition, for the Mobility Hubs and Parking Management capital projects, MTC will provide design and evaluation technical assistance to help project sponsors meet the objectives of the program. | VAR230204 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | Priority Production Area Pilot Program | SF Bay Area: Regionwide: Planning Assistance to support infrastructure investments, policies, or programs to improve the performance of Priority Production Areas, clusters of industrial businesses well-served by the region's goods movement network. The goal is to fund comprehensive planning and technical assistance in Priority Production Areas that will result in increased economic development investments and protection from competing land uses. | VAR230205 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | MTC | Transportation Electrification Planning Program | Given the increased urgency to reduce GHG emissions and advance the Plan Bay Area 2050 transportation electrification strategy, MTC developed a program that will invest in infrastructure and planning to accelerate electrification of the light-duty transportation sector. The Transportation Electrification Planning Program will focus on three main components: 1) A.Public Fleet Electrification Planning, 2) Local Transportation Electrification Action Planning and 3) Regional Program Planning. | VAR230206 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | BART | Electric Vehicle Charging at BART Stations | Install roughly 200 Level-2 charging ports at four BART stations. | VAR230207 | 21-EN08-131 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Regional/Multi-County | MTC | GL: Bus Accelerated Infrastructure Delivery | The Bus Accelerated Infrastructure Delivery (BusAID) effort serves to fund the delivery of near-term (quick-build) transit priority projects in "hotspot" locations throughout the Bay Area. The intent is to maximize travel time savings and service | VAR230208 | 21-T10-093 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Regional/Multi-County | GGBHTD | GGBHTD - Zero Emissions Bus Replacement | Purchase of seven zero emission buses to replace existing diesel engine buses. | VAR230209 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |

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| San Francisco | SFMTA | SFMTA: Train Control & Trolley Signal Rehab/Replace | SFMTA: Systemwide: ATCS Wayside/Central Train Control & Rail/Bus Signal Systems Rehab/Replace Program includes but is not limited to (1) Final cutover of the new Advanced Train Control System (ATCS), remove the old signal system, and replace critical wayside equipment including station controllers, axle counters, and loop cables (2) Replace the UPS that provides power to the Central Control portion of the ATCS (3) Replace subway motor generators at Van Ness Station, | SF-050024 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| San Francisco | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | San Francisco: Existing on and off ramps at the Yerba Buena Island (YBI) interchange at US I-80: Reconst ramps On the west side of the Island: Rehabilitate existing deficient bridges. Neither element is included as part of the current San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Safety Project. Funds programmed after FY19 are for elements that do not change roadway capacity. \$18M in Other Federal are RAISE funds | SF-070027 | 21-T01-004 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| San Francisco | SFMTA | Oakdale Caltrain Station | San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain commuter-rail station at Oakdale Avenue to accommodate transit needs of a newly developing Bayview/Waterfront/Hunters | SF-090011 | 21-T11-115 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| San Francisco | SFMTA | SFMTA: Paratransit Vehicle Replacements | SFMTA: Paratransit service across San Francisco: preserve service and replace 84 paratransit vehicles | SF-090035 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| San Francisco | WETA | WETA: Replace Ferry Vessels | WETA: All existing ferry vessels for WETA: Replace vessels when they reach the end of their useful life of 25 years | SF-110053 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| San Francisco | Port of SF | Cargo Way and Amador Street Improvements | In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east: design and construct a complete street project, including road resurfacing, separated bike lane on Cargo Way, expanded sidewalks, greening, and reduce stormwater run-off. | SF-170012 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| San Francisco | BART | Embarcadero Stn: New North-Side Platform Elevator | San Francisco: At the north end of the Embarcadero BART/Muni Station: Purchase and install a new vertical elevator. A glass enclosed cab and hoistway are envisioned to be used for visual transparency and an emergency stop will be provided at the Muni platform. This project meets the OBAG goal of Transit expansion, reliability and access improvements, is in a PDA, increases Core Capacity and is included in MTC's Bay Area Core Capacity Transit Study. \$1,172,942 for this project is included in VAR170025 for Lifeline Cycle 6. | SF-170016 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for | Not Modeled |
| San Francisco | SFMTA | SFMTA: Motor Coach Mid-Life Overhaul | SFMTA: Existing Motor Coach and Trolley Coach Mid-life overhauls. SFMTA has started the Fleet Replacement program since 2013 and these vehicles have reached the midpoint of its life expectancy. A midlife overhaul program is critical to sustain the reliability and service availability of the vehicles. Taking the midlife overhaul opportunity, this allows SFMTA to keep the onboard electronic systems up-to-date. The general scope of work is to include the propulsion system, traction motors, onboard battery system, destination signs, flooring, seats, pneumatic system, electrical systems, interiors and | SF-170018 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| San Francisco | SFMTA | SFMTA: Rehab Historic Streetcars | SFMTA: Fleet of historic streetcars: Rehabilitate vehicles. SFMTA operates a fleet of Presidents' Conference Committee streetcars (PCC) and other vintage streetcars 21 hours per day, 365 days a year. The PCCs carries approximately 20,000 | SF-170021 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| San Francisco | TIMMA | Treasure Island Ferry Terminal Landside Imprvmnts | San Francisco: On Treasure Island at the new Treasure Island Intermodal Terminal on Avenue of the Palms between Clipper Cove Way and California Ave: Construct land-side improvements including shelters and public restrooms. | SF-190006 | 21-T10-092 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information | Not Modeled |
| San Francisco | SFCTA | Yerba Buena Island Multi-Use Pathway | San Francisco: On Yerba Buena Island along Hillcrest Rd and Treasure Island Rd: Build new multi-use path connecting the Bay Bridge East Span Bike Landing on YBI to the future Bay Bridge Skyway on West Span and to the Ferry Terminal on | SF-210001 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Francisco | MTC | Regional Planning Activities and PPM - SF County | San Francisco County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SF-170002 | SF-210004 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| San Francisco | SFMTA | Central Embarcadero Safety Project | The Project expands on recent quick-build safety measures along The Embarcadero, between Bryant Street and Broadway, on the Vision Zero High Injury Network. It includes curb, utility, and other changes to extend and improve the waterside protected bikeway; shorten and improve crosswalks; and add real-time messaging/wayfinding for parking and special events. | SF-230201 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Francisco | SFMTA | 29 Sunset Improvement Project | The San Francisco Municipal Transportation Agency (SFMTA) 29 Sunset Improvement Project aims to improve the performance (travel time and reliability) of and passenger experience (including improved safety for pedestrians accessing the bus) on the Muni 29 Sunset bus route such as optimization of stop locations; improvements to stops, such as expanded waiting areas and, in some cases, transit bulbs; and implementation of transit signal priority. | SF-230202 | 21-T10-068 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information | Not Modeled |
| San Francisco | Caltrain | San Francisco RailyardsTOC Implementation Strategy | The project will develop a Transit Oriented Communities Implementation Strategy (TOC Strategy) plan for the major mixed-use transit-oriented development at the 20-acre Caltrain 4th and King railyard. The project includes public engagement and neighborhood planning to develop strategies that reflect local priorities; assess how to create more housing by removing barriers to housing in surrounding neighborhoods; identify infrastructure needs required to enhance multimodal connectivity between the neighborhood and TOD, including bicycle and pedestrian access. | SF-230203 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |

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| San Francisco | SFMTA | SFMTA Facility Development -- Battery Electric Bus | San Francisco: ZEB Infrastructure Set-Aside SFMTA is preparing a RFP for an Environmental Consultant for CEQA and NEPA for its bus yards 949 Presidio Ave.-- Presidio Yard, 2301 Stockton St. -- Kirkland Yard, 1301 Cesar Chavez -- Islais Creek Yard. The \$6,312,271 in funding will be used for planning, inreach and outreach, and preparation of CEQA and NEPA documents to prepare these yards for next steps for improvements, including installing infrastructure to operate BEBs to meet CARB's 2040 deadline. | SF-230204 | 21-EN08-131 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| San Francisco | SFMTA | Muni Forward Five-Minute Network Corridor Planning | The Five-Minute Network is part of the SFMTA's next generation of Muni Forward transit priority capital projects. The most intensive improvements will focus on the network of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs, referred to as a "Five-Minute Network." Improvements would also be made to routes that provide critical connections to the Five-Minute Network. | SF-230205 | 21-T10-068 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| San Francisco | SFMTA | Bayview Multimodal Community Corridor | The Bayview Community Multimodal Corridor project will improve pedestrian and bicycle safety and access by providing a comfortable multimodal route and supportive programs. The project includes 9 raised crosswalks, 3 raised intersections, over 0.5 mile of protected bikeway, 3 protected intersections, 7 bulbouts, 11 curb ramps, 125 feet of widened sidewalk, 13 speed humps/cushions, 2 transit boarding islands. | SF-230206 | 21-T02-008 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Francisco | SFMTA | Western Addition Safe Streets | The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The project will deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths. | SF-230207 | 21-T02-008 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| San Francisco | Port of SF | POSF-MTC Parking Management Pilot | Purchase and installation 28 multi-space meters that would be managed and maintained by SFMTA. The project will reduce local congestion caused by drivers by searching for parking without the benefit of real-time meter occupancy information; reduce delays to transit caused by local congestion, improving transit reliability and increasing transit | SF-230208 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| San Francisco | SFMTA | Pay or Permit Parking Program Expansion | This project uses FHWA funds to purchase parking paystations to expand SFMTA's Pay or Permit Parking Program, which charges a fee to visitors to park on streets in residential neighborhoods to increase parking availability and reduce congestion. | SF-230209 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| San Francisco | SFMTA | Howard Streetscape Improvement Project | San Francisco: Implement safety improvements on Howard Street from 4th to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights. | SF-230210 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| San Francisco | SFMTA | Third Street Dynamic Traffic Signal Optimization | The Third Street Dynamic Traffic Signal Optimization Project seeks to improve and advance the SFMTA goals of safety and reliability, equity, access, and climate through the implementation of smart technology traffic signals. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. These technology solutions respond to real time needs of multimodal traffic flow to move the most people safely through the diverse Third Street corridor. | SF-230212 | 21-T10-068 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| San Francisco | SFMTA | SF Muni Rail, Way & Structures Program | SFMTA: Systemwide: Design and replacement of trackway, tunnel, and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and vibration. The program seeks to rehabilitate and repair existing track work, including replacement and tamping of ties and ballast and installation of guardrail, enhance system safety and reliability, while reducing the need for excessive maintenance. This program is divided into 10 year segments, and work is ongoing on various phases of the program. | SF-95037B | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| San Francisco | SFMTA | SFMTA: Cable Car Vehicle Renovation Program | SFMTA: Cable car fleet: Overhaul and reconstruct the cable car fleet to maintain system reliability and productivity. Project is phased. Currently each car is unique and parts must be fabricated for each individual car. One goal of the renovation program is to start to standardize major vehicle components. Minor overhauls are scheduled every 15 years, major overhauls at 30-35 years and reconstruction at 60-70 years. At any one time, a total of four cars may be undergoing renovation. Reconstruction takes 18 months, major overhaul takes 9 months, and a minor overhaul takes 6 months. | SF-970073 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles | Not Modeled |
| San Francisco | SFMTA | SFMTA Overhead Line Recon and Traction Power Prog | SFMTA: Systemwide: Design and construction of Muni Trolley Poles, Overhead Contact System, and Rail Traction Power improvements that provides power to Muni, based on evaluation of the Muni Track and Traction Power Condition Assessment, which serves light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance and increase system reliability, provide flexibility in addressing acute needs, and address areas of chronic service outages or emergency repairs. | SF-970170 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |

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| San Francisco | SFMTA | Cable Car Traction Power & Guideway Rehab | SFMTA: On the Cable Car system: Includes various guideway and infrastructure repair and improvement projects. Covers all street components of the Cable Car system, such as pulleys, switches and turntables. Replace track curves, frogs, sheaves, Barn 12KV, switchgear, DC Motor, mechanical, HVAC, and infrastructure upgrade for the space to comply with latest codes and ADA compliance. Because this is an ongoing program, projects are in varying stages of conceptual design, design, and construction. | SF-99T002 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| San Mateo | Caltrain | Caltrain Electrification | The Electrification Program will electrify the 52-mile Caltrain Commuter line from San Francisco to Tamien. The project includes the following activities: (1) an Environmental Assessment / Environmental Impact Report (EA/EIR) (2) the design and installation of approximately 150 single track miles of overhead contact system (OCS) that will distribute power to the electrically-powered locomotives or electric multiple unit (EMU) trainsets (3) the design and construction of two traction power substations and eight autotransformer stations to deliver the 25kV, 60Hz, single-phase, alternating current to the OCS (4) the design and installation of enhancements to the signaling and grade crossing control systems to make the system compatible with electrification and to provide for future operations service levels and (5) the integration of the Electrification System and Signaling modifications. (6) The development of specifications and the procurement of 98 EMUs. | SF-010028 | 21-T11-101 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| San Mateo | Caltrain | Caltrain Systemwide Track Rehab and Related Struct | Caltrain: Systemwide: Track Rehabilitation and Related Civil Structure program includes a wide range of track and civil structure projects to maintain these existing assets in a state of good repair. Track rehabilitation work under this program includes rehabilitation and replacement of track and track structure such as switches and switch components, rail lubricators, rail components, eliminate jointed track with welded rail, rail surfacing, rail grinding, replacement of ties and ballast, sub-grade undercutting, placement of asphalt underlay to rehabilitate track subgrade, replacement of existing paved street crossings with new crossing panels. Civil structure rehabilitation and replacement under this program | SM-03006B | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| San Mateo | Redwood City | US 101 / Woodside Interchange Improvement | Redwood City: Route 101 from 0.5 mile south of Route 101/84 Separation to Maple Street Overcrossing and on Seaport Boulevard and Route 84 from Route 101/84 Separation to Spring Street: Widen Woodside Road to six lanes (three in each direction) plus turn pockets, reconstruct all ramp connections between Woodside Road and US 101, construct direct-connect flyover ramps connecting to Veterans Boulevard, and construct additional pedestrian and bicycle facilities throughout the Project area and improve local intersections on Woodside Road and Seaport Boulevard. The Project would not change the alignment or operations of US 101. | SM-050027 | 21-T06-027 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| San Mateo | CCAG | SM Countywide ITS Improvements - SSF Segment | San Mateo County, City of South San Francisco: County-wide: ITS improvements at various locations in the County. The South San Francisco Expansion will extend the San Mateo County Smart Corridor north to include the Alternate Routes located in the City of South San Francisco. The Smart Corridor Implementation South San Francisco Expansion project | SM-070002 | 21-T07-057 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| San Mateo | East Palo Alto | US 101 University Ave Interchange Improvements | E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St: Add bike lanes and a pedestrian lane and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve the traffic operations. Project will | SM-070006 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | CCAG | San Mateo County SR2S Program | San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested schools. | SM-110022 | 21-EN09-132 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs | Not Modeled |
| San Mateo | San Mateo | SR92/EI Camino Real (SR82) Ramp Modifications | San Mateo: At the SR92/EI Camino Real (SR82) interchange: Modify existing on/off ramps to improve the ingress and egress of the interchange. The overall project cost is estimated to be nearly \$10 million. Due to funding availability, the project could be divided into phases: Phase I would be to build the westbound modifications, and Phase II would be to build the eastbound modifications. Includes required follow up landscaping. | SM-110047 | 21-T06-048 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |

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| San Mateo | SF City/County | Southern Skyline Blvd. Ridge Trail Extension | Construct a new 6-10 foot wide multi-modal (hiking, biking and equestrian use) wildland trail constructed on the east side of state route 35 "Upper Skyline Blvd" between the intersection of highway 92 and highway 35 southward approximately 6 miles to the SFPUC Peninsula Watershed property boundary with the Golden gate National Recreation Area Phleger Estate. The trail surface will be a combination of native materials and amended/improved materials. The major engineering requirement will be construction of 1000 feet of engineered retaining walls to support the trail tread where the alignment will cross three steep gulches in the northerly portion of the alignment. Three permanent restrooms, trailhead improvements, parking area and trail furniture will also be included in the project. | SM-130031 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | San Mateo County | Hwy 1 Congestion & Safety Improvements | San Mateo County: Highway 1 between Pacifica in the north and Half Moon Bay in the south (approximately 7 miles): Install various improvements such as raised medians, left turn lanes, acceleration lanes, pedestrian crossings, bike | SM-170001 | 21-T06-030 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| San Mateo | San Mateo | East Hillsdale Boulevard Ped/Bike Overcrossing | City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle overcrossing | SM-170006 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Caltrain | Caltrain TVM Rehab and Clipper Functionality | Caltrain: Systemwide: Refurbish existing TVM machines and incorporate Clipper functionality that both issue new cards and allow customers to add value in real time. This project will provide each station with a minimum of one dedicated clipper functional ticket vending machine on each station platform. This project will also replace and upgrade clipper card readers (or CID readers) at Caltrain stations as part of the MTC's Clipper upgrade project. | SM-170010 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for | Not Modeled |
| San Mateo | Half Moon Bay | Half Moon Bay - Poplar Complete Streets | Half Moon Bay: Phase 1 on Poplar St from Main St to Hwy 1: Implement complete street improvements including full depth pavement reconstruction, curb and gutter, crosswalk enhancements, sidewalks and bicycle lanes to approximately 900 lineal feet of road. Phase 2 will construct improvements from Hwy 1 to Railroad Avenue subsequent to phase 1 completion | SM-170013 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | San Bruno | Huntington Transit Corridor Bike/Ped Improvements | San Bruno: On Huntington Ave from San Bruno Ave to Herman St : Implement pavement preservation and bike/ped facilities including the following: construction of a two-way cycle track along the northbound side of Huntington Avenue, a sharrow will be placed in the rightmost lane going southbound along with designated bike route signage Huntington Avenue will receive a slurry sealed treatment along the entire project area installation of streetscape improvements such as pedestrian scale lighting, landscaping and/or public art. | SM-170017 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Belmont | Belmont Pavement Preservation | Belmont: The proposed pavement repair and rehabilitation improvements include digouts, crack sealing, slurry sealing, thermoplastic striping and pavement markings at the following eight locations: Chula Vista from Alameda de las Pulgas to Ralston Avenue 6th Avenue from Ralston Avenue to Hill Street 6th Avenue from Emmett Avenue to Harbor Boulevard Cypress Avenue from Laurel to Middle Road Dale View from Hiller to Old Country Road Elmer from Ralston Avenue to | SM-170043 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| San Mateo | Portola Valley | Portola Valley Street Preservation | Portola Valley: Westbridge Drive (approximately Alpine Rd to Cervantes Rd) Alpine Road (approximately Willowbrook Dr. to Nyland Gate) Alpine Road (approximately Ladera to 200' N/O Hillbrook Dr) Corte Madera Rd (approximately Alpine Rd to Portola Rd). Pavement preservation including pavement grinding, base repair, slurry seal, thermoplastic traffic striping and pavement markings, and other misc work related to road resurfacing | SM-170044 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| San Mateo | CCAG | ITS Improvements in San Mateo County Northern Citi | San Mateo County: In San Mateo County Northern Cities Daly City, Brisbane, and Colma along the US 101 corridor to the SF County line, and on I-280 from I-380 to the San Francisco County Line: Continue the ITS improvement implementation efforts of City/County Association of Governments of San Mateo County (C/CAG), California Department of Transportation | SM-170046 | 21-T07-057 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| San Mateo | San Carlos | Brittan Ave. Widening | San Carlos: At the intersection of Brittan and Industrial Road: Widen sections of both roadways near the intersection, adding a turning median on Brittan Avenue to the west of the intersection, adding a left turn lane on eastbound Brittan Avenue, and adding a second left turn lane on southbound and northbound Industrial Road | SM-190001 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| San Mateo | Redwood City | Roosevelt Ave Quick-build Traffic Calming | Redwood City: Along Roosevelt Ave: Install quick-build improvements to implement the approved, traffic calming plan with features to reduce speeding, enhance crossings, and address overall traffic safety including RRFBs, bulb-outs, a roundabout, high-visibility and raised crosswalks, bicycle-friendly speed humps, advance yield signage, splitter island, wayfinding signage for the Peninsula Bikeway, travel lane reduction, and opportunities for landscaping, seating, bike racks, | SM-210002 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |

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| San Mateo | San Bruno | San Bruno Transit Corridor Ped Connection Ph4 | San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity including installing curb extensions and accessible curb ramps. The Transit Corridor Pedestrian Connection Project aims to improve pedestrian connectivity within the City's Transit Corridor Area by enhancing the streets directly adjacent to the downtown core of San Bruno. | SM-210003 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Burlingame | Burlingame - Broadway Grade Separation | Burlingame: Broadway Ave at the Caltrain ROW: Grade separate Broadway from the Caltrain tracks, reconstruct the Broadway Caltrain station to meet current standards (eliminating the existing hold-out rule that currently prohibits north and south bound trains from passing through the station at the same time), the relocate and reconfigure parking from the west to the east side of the tracks, a new pedestrian and bicycle access crossing in proximity to Carmelita Avenue, and the grade separation of an existing at-grade pedestrian/bicycle access at Morrell Avenue within close proximity to the existing crossing. | SM-210004 | 21-T11-103 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing | Not Modeled |
| San Mateo | San Mateo | Delaware Street Safe Routes to School Corridor | San Mateo: Delaware St from 19th Ave to Pacific Blvd: Implement bicycle and pedestrian improvements including Class IV separated bike lanes and bicycle boulevard, upgrade pedestrian facilities, and connections to existing facilities. The Delaware Street Safe Routes to School Corridor is a high-priority project identified in the City's 2020 Bicycle Master Plan | SM-210006 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Burlingame | Burlingame Ped Safe Routes and Mobility Imp | Burlingame: Various locations near schools and transit, target approximately 22 locations: Implement quick build pedestrian safety improvements including installation of high-visibility crosswalks, advance pavement markings, striped bulb-outs, red curbing, and RRFBs. | SM-210007 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | SSF | South San Francisco East of 101 Transit Expansion | South San Francisco: Various locations including on Oyster Point Blvd between Veterans Blvd and Eccles Ave, Gateway Blvd between Oyster Point Blvd and E Grand Ave, and E Grand Ave between Gateway Blvd and Haskins Way: Install 11 new bus stops and upgrade 2 existing stops, enhance sidewalk and crosswalk. | SM-210008 | 21-T10-093 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information | Not Modeled |
| San Mateo | Burlingame | Burlingame Square Caltrain Station Mobility Hub | Burlingame: At the intersection of California Drive and Burlingame Avenue, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility including seating areas, bicycle racks, pedestrian-scale lighting and traffic signal improvements, sidewalk improvements, and pedestrian level wayfinding to help | SM-210009 | 21-T03-009 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Millbrae | Millbrae Transit Center MicroMobility Hub Pilot | Millbrae: Near the Millbrae Transit Center, in a City-owned parking lot: Install new local mobility hub including providing approximately a 5 bike-share, e-bikes station, bike racks, wayfinding signs, site amenities such as shaded waiting area and plantings, and ADA improvements. This area will help bridge first-and last-mile gaps. | SM-210010 | 21-T03-009 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Millbrae | Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps | Millbrae: Along San Anselmo Ave, Park Blvd, and Santa Teresa Way: Installation of traffic calming, pedestrian and bicycle improvements. Installation will include new striped bulbouts, reflective flexible posts, and re-striping of the crosswalk. The project will also include installation of green-backed sharrows, signage, and striping updates to integrate a new Class 3 | SM-210011 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Daly City | Southgate Ave and School St Safety Improvements | Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including would install edgelines, painted bulb-outs and high-visibility crosswalks to increase | SM-210012 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| San Mateo | MTC | Regional Planning Activities and PPM San Mateo | San Mateo County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SM-170002. | SM-210013 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| San Mateo | SamTrans | SamTrans Bus Replacement | SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life. This project will procure 135 transit buses to replace an equal number of 2009 Gillig buses that have reached the end of their useful life. | SM-210014 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| San Mateo | SamTrans | SamTrans Paratransit Vehicle Replacements | SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life. Vehicles to be replaced between FY2022 and FY2024 include: FY22--21 cutaway buses, FY24--14 minivans, FY24--9 cutaway buses. | SM-210015 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |

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| San Mateo | SamTrans | SamTrans South Base BEB Charging Infrastructure | SamTrans: South Base: Install electrical charging Infrastructure including design and construction of charging infrastructure and bus charging bays, procurement and installation of 37 overhead pantograph charging dispensers, and design and construction of essential power distribution networks. | SM-210201 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| San Mateo | Burlingame | Rollins Road Bicycle and Pedestrian Improvement | Burlingame: Rollins Road north of Broadway to Millbrae City limit near Adrian Road: Implement Road Diet; Striping and Signage; Pedestrian Crossing Improvement; ADA corner ramp and Bulb-out installation; separate Class IV bikeway; median installation and rectangular rapid flashing beacons. The existing multilane roadway is 64-ft wide curb to curb, with 10-ft ROW on each side, consisting of four vehicle travel | SM-230201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Colma | El Camino Real Complete Streets Mission-Arlington | El Camino Real Complete Street Project (Segment B) is a component of a larger El Camino Real (ECR) Improvement Project. The improvements on ECR Segment B include construction of new accessible sidewalks, bicycle facilities, along | SM-230202 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| San Mateo | Menlo Park | Middle Avenue Pedestrian and Bicycle Undercrossing | Construct a grade separated pedestrian and bicycle crossing of the Caltrain railroad in the vicinity of Middle Avenue in the City of Menlo Park. | SM-230203 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Redwood City | Roosevelt Avenue Traffic Calming project | Installation of traffic calming measures on Roosevelt Avenue between Alameda de las Pulgas and El Camino Real including a road diet near the Upton St intersection | SM-230204 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| San Mateo | SMCTA | 19th Avenue/Fashion Island Blvd | The 19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway (Bikeway) is located along 19th Avenue/Fashion Island Boulevard between the City of San Mateo and City of Foster City. The proposed mile long new bikeway extends between the Hayward Park Caltrain Station in City of San Mateo and the Bridgepointe Parkway shopping | SM-230205 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | SSF | School St/Spruce Ave and Hillside Blvd Safety Imps | Project improvements will provide students and other residents with safe active transportation modes on busy Hillside Boulevard and on Spruce Avenue/School Street through placement of a traffic signal, high visibility cross walks, ADA compliance improvements, curb ramps, bulb-outs, and drainage improvements. | SM-230206 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| San Mateo | San Mateo County | Bay Road Complete Street Rehabilitation | The Project is a joint effort with the City of Redwood City to make improvements within the Project limits for all road users who use or cross Bay Road, between 5th Avenue and 15th Avenue/Spring Street. The Project will include pedestrian crossing improvements, new bicycle facilities, new ADA-compliant curb ramps, traffic stripings and markings, pavement repairs, improved transit facilities, and green infrastructure. | SM-230207 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| San Mateo | Pacifica | Sharp Park PDA Improvements | The Sharp Park PDA Pedestrian Improvement Project will close sidewalk gaps, improve sidewalk to above ADA standards, install new ADA compliant driveways and corner curb ramps, install curb and gutter to improve storm water management, remove and replace failed pavement, slurry seal, and install bicycle and pedestrian striping along Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard. | SM-230208 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | Caltrain | Caltrain Railcar Replacement | Procurement of high-performance EMUs to replace diesel locomotive trains and enhance the speed, capacity, safety, and reliability of Caltrain, the primary commuter rail service for millions of residents in the San Francisco Bay Area. The Project will enable Caltrain to eliminate diesel service originating and terminating on the main transit link between the major employment centers of San Francisco and San Jose, reducing emissions and noise pollution in the equity priority communities along the corridor. The Project will advance the US Department of Transportation goal of transitioning to a cleaner and more energy-efficient future, and forms part of a larger formal electrification initiative at Caltrain (PCEP). | SM-230209 | 21-T11-101 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| San Mateo | SamTrans | El Camino Real Mid-County Multimodal Corridor Plan | The El Camino Real Mid-County Plan will integrate SamTrans' transit priority capital improvement vision with local visions for bicycle facilities, pedestrian improvements, parking, and/or general-purpose travel lanes along El Camino Real (CA State Route 82), in the cities of San Mateo, Belmont, and San Carlos. This will result in comprehensive conceptual level designs, developed in partnership with cities and local communities, for improving transit performance. The proposed plan will build on the conceptual | SM-230210 | 21-T12-119 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |

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| San Mateo | Woodside | Woodside Road Bike and Ped Improvements E of I-280 | This project would provide bike and ped safety enhancements on Woodside Rd between I-280 and Alameda de las Pulgas. Improvements would likely include green bike lane markings, bike lane buffer, vehicle speed reduction through signage and striping changes, and potentially other traffic calming and bike safety measures. The project is within Caltrans right of way. The Town has been awarded \$800,000 in Community Project Funding through the efforts of Congresswoman Anna Eshoo. | SM-230211 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | San Mateo County | Santa Cruz Ave/Alameda de las Pulgas Complete St | The work to be done consists, in general, of reducing the number of travel lanes by constructing bicycle and pedestrian improvements, which include concrete islands, bulb-outs, and curb ramps. It also involves the removal of damaged sidewalk, roadway, and miscellaneous concrete, as well as the re-alignment of the curb line, gutter, sidewalk, and driveway. Additionally, the project includes drainage improvements with the placement of new storm drains, utility adjustments, removal of old striping and markings, restriping, traffic signal light modifications, creation of protected | SM-230212 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| San Mateo | Atherton | Alameda de las Pulgas Traffic and Safety Imps | Traffic safety improvements on Alameda de las Pulgas including but not limited to removal of a mid-block pedestrian activated signal and crossing between Mills Avenue and Camino al Lago, signalization of the Camino al Lago intersection, geometric modification and signalization of the Atherton Avenue intersection, green infrastructure and drainage improvements, curb ramps, complete streets, slurry seal (if within the budget) and signing, striping and pavement markings. | SM-230214 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| San Mateo | Belmont | Ralston Avenue Segment 4 | A complete streets project focusing on circulation, safety, pedestrian and bicycle improvements along Ralston Avenue between Alameda de las Pulgas to the western City limit at Christian Drive. Improvements to sidewalk, crosswalks, ramps, pavement, and bicycle facilities will be done as part of the project to improve mobility and safety for all modes of transportation. The design is based on the Ralston Avenue Corridor Study and Improvement Plan which was adopted in August 2014. The project has a conceptual design and needs detailed PSE and Construction funding. | SM-250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | SSF | South Linden Grade Separation Project | This Project will raise the railroad between Colma Creek Bridge in South San Francisco, CA and the I-380 overcrossing in San Bruno, CA, with grade separation structures at South Linden Avenue in South San Francisco and Scott Street in San Bruno. South Linden Avenue will be partially lowered and reconstructed with pedestrian and bicycle access and safety improvements. At the Scott Street crossing, motor vehicle access will be closed and a pedestrian and bicycle undercrossing will be constructed. | SM-250203 | 21-T11-103 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |
| San Mateo | Belmont | Alameda de las Pulgas Corridor Improvements | A multi-agency regional transportation improvement project involving cities of Belmont, San Carlos, and two School Districts (Sequoia Union High School and San Carlos School District) along the Alameda de Las Pulgas (ADLP) and San | SM-250204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | VTA: Standard and Small Bus Replacement | VTA: Fleetwide: Standard and Small Bus Replacement | SCL050001 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Santa Clara | VTA | VTA: Rail Replacement Program | VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion). | SCL050002 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| Santa Clara | San Jose | Bay Trail Reach 9 & 9B | San Jose: From the existing San Francisco Bay Trail/Highway 237 Bikeway Trail to the Bay Trail designated parking spaces (adjacent to the publicly accessible Marriott Hotel property) design and construct 1.1 miles of commuter/transportation trail with construction and environmental documents to describe the installation of asphalt- | SCL050082 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | San Jose | San Jose: Los Gatos Creek Reach 5 Underpass | In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c). Construction documents will cover trail underpasses beneath railway bridge and San Carlos St bridge, ramping system leading to underpasses, development of new paved trail leading to Montgomery Ave. | SCL110029 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | VTA Track Intrusion Abatement | VTA: Various locations along trackway: Take steps to prevent track intrusion into light rail trackway at intersections and locations currently subject to trespassing. Planned improvements include installation of fencing, barriers, signage, flashing signs, and pavement markings at locations identified and approved by VTA's Safety Committee. | SCL150008 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| Santa Clara | VTA | I-280/Winchester Blvd Interchange Improvement | San Jose: I-280/Winchester Interchange: Construct new off-ramp from northbound I-280 would connect to Winchester Boulevard via Tisch Way. The new off-ramp would diverge from the current northbound I-280 off-ramp to Stevens Creek | SCL150014 | 21-T06-017 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |

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| Santa Clara | VTA | VTA: Paratransit Vehicle Procurement | VTA: Paratransit Fleet: Procure vehicles and associated equipment for paratransit services. | SCL170005 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Santa Clara | Sunnyvale | Sunnyvale SNAIL Neighborhood Improvements | Sunnyvale: Various locations: Add bulbouts, create new bicycle lanes and bicycle boulevards. The project will enhance bike lanes, add green bike lanes, create new bicycle lanes/routes and boulevards. The project will also add high visibility crosswalks and install crosswalk warning system at selected locations in Sunnyvale's SNAIL and San Miguel Neighborhoods. SRTS improvements will be constructed for Columbia Middle School and San Miguel Elementary School. | SCL170017 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Santa Clara | Sunnyvale | Bernardo Avenue Bicycle Underpass | Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass. Bernardo Avenue is a two lane collector roadway that is located in the western portion of the City of Sunnyvale. It stretches from Homestead Road in the south near Cupertino and Middlefield Road in the north near Mountain View. It serves as a major | SCL170020 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Sunnyvale | Peery Park "Sense of Place" Improvements | Sunnyvale: In Peery Park Specific Area on Potrero Avenue from Maude Avenue to Central Expwy: Install sidewalks, pedestrian improvements, crosswalk improvements, ADA compliant curb ramps and possible curb extensions to reduce pedestrian crossing distances. | SCL170023 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | San Jose | San Jose Pavement Maintenance | San Jose: Various roadways including - Cherry Av from Almaden Ex to Branham Ln, Fruitdale Av from Bascom Av to Southwest Ex, Lean Av from Blossom Hill Rd to Chynoweth Av, Meridian Av from Camden Av to Blossom Hill Rd, Naglee Av from Forest Av to The Alameda, O'Toole Av from Montague Ex to Brokaw Rd, Piedmont Rd from Landess Av to Penitencia Creek Rd, Pine Av from Hicks Av to Bird Av, Santa Teresa Blvd from Bernal Rd to City Limit (3,000 feet south of | SCL170044 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Santa Clara | VTA | VTA: Non-Revenue Vehicle Procurement | VTA: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life. This ongoing program schedules the acquisition of Non-Revenue Vehicles to replace existing units that have high mileage, have had a history of mechanical failures, or have been decommissioned because of mechanical failures which were not | SCL170047 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles | Not Modeled |
| Santa Clara | San Jose | W San Carlos Urban Village Streets Improvements | San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements including median islands, ADA curbs ramps, flashing beacons, enhanced crosswalks, curb extensions, green infrastructure, traffic signal modifications and bike racks | SCL170061 | 17-07-0001 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | VTA | I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge | San Jose: On I-280 between SR 87 and Los Gatos Creek Bridge: Construct soundwalls. Ambient noise level decibels affecting pre-existing residential areas adjacent to I-280 in accordance with Streets and Highways Code Section 215.5 on I-280. | SCL170064 | 21-T07-056 | Exempt (40 CFR 93.126) - Other - Noise attenuation | Not Modeled |
| Santa Clara | VTA | Hwy. Transp Operations System/FPI Phase 1 & 2 | Santa Clara County: At various locations: Implement Transportation Operations System/Freeway Performance Initiative projects which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, and operations and maintenance of ITS infrastructure. | SCL190003 | 21-T07-056 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than | Not Modeled |
| Santa Clara | VTA | I-280/Wolfe Road Interchange Improvement | Cupertino: I-280 at Wolfe Rd interchange: Replace existing overcrossing structure, modify existing on-ramps and off-ramps, modify existing local street intersections and upgrade bicycle and pedestrian facilities, construction auxiliary lanes, retaining walls, and soundwalls as needed. | SCL190011 | 21-T06-017 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | US 101/San Antonio Rd/Charleston/Rengstorff IC Imp | Mountain View and Palo Alto: US 101/San Antonio I/C: Reconstruct to a full interchange At the US 101/Charleston/Rengstorff interchange: Modify on- and off-ramps Between interchanges: Add new auxiliary lane to improve overall traffic operations and local circulation for all modes | SCL190012 | 21-T06-028 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | US 101/SR 25 Interchange - Phase 1 | Unincorporated southern Santa Clara County south of Gilroy: at the US 101 and SR 25 interchange: Reconstruct the interchange at a location just north of the existing interchange. The improvements would include a new, widened bridge to convey SR 25 over US 101. It would also improve ramps for all traffic movements between US 101 and SR 25. The | SCL190013 | 21-T06-028 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | VTA: HVAC Replacement | VTA: At various facilities system-wide: Replace heating, ventilation and cooling equipment including four rooftop units at Guadalupe Division, two rooftop units at Chaboya Division, five rooftop units at Cerone Division, ten rooftop units at River Oaks Division. New equipment will be integrated into Energy Management System (EMS). | SCL190026 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for | Not Modeled |
| Santa Clara | San Jose | Willow-Keyes Complete Streets Improvements | San Jose: Along Willow St from LeLong St to Graham Ave, Graham Ave from Willow St to Sherman St, and Goodyear/Keyes St from Sherman St to 3rd St: Construct bicycle and pedestrian safety improvements including road diets | SCL190028 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | San Jose | Better Bikeway San Jose - San Fernando Street | San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements including bicycle signals, transit boarding islands, and dutch-style protected intersections. | SCL190029 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Santa Clara | Mountain View | Rengstorff Ave Grade Separation | Mountain View: At the intersection of Rengstorff Ave and the Caltrain right-of-way: Grade separate Caltrain at Rengstorff Avenue in Mountain View by lowering Rengstorff Avenue under the Caltrain tracks, constructing a bike/pedestrian bridge over Rengstorff parallel to the Caltrain bridge, and including bike/pedestrian improvements on Rengstorff under Caltrain. | SCL190032 | 21-T11-103 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | VTA | VTA: Guadalupe Steam Rack Improv & Liner Replace | VTA: At Guadalupe Division: Replace existing steam rack (light rail) track with a new liner system and overhead roof structure. The liner system will feature more efficient collection of steam water and the roof structure will be long and wide enough to reduce the unnecessary collection and treatment of rain water. | SCL190053 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | US 101/SR 152/10th Ramp and Intersection Imp. | Gilroy: US-101/SR-152/10th St Interchange: Widen the existing bridge, modify existing on- and off-ramp upgrade local roadways to current standards to improve local circulation. Implement "Complete Streets" element" to improve bicycle and pedestrian connectivity. | SCL210002 | 21-T06-048 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | Campbell | SR 17 Southbound/Hamilton Ave. Off-Ramp Widening | Campbell: Southbound Route 17 at Hamilton Ave: Widen off-ramp to improve operations. Add sharrows, green bike lane markings, ADA curb ramps, straighten west leg crosswalk, modify traffic signal at the Hamilton/Salmar intersection. | SCL210003 | 21-T06-048 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | VTA Rail Substation Rehab/Replacement | VTA: Light Rail System. Replacement of Traction Power Substation (TPSS) #11 located near Ohlone / Lick Spur and TPSS along Tasman West and Tasman East lines. | SCL210006 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Santa Clara | Mountain View | Mountain View - Stierlin Rd Bike-Ped Improvements | Mountain View: Along Stierlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard: Implement bicycle and pedestrian improvements including a) Class IV protected bike lanes on Shoreline Boulevard south of Middlefield Road to Montecito Avenue, b) traffic calming and pedestrian improvements on Central Avenue and Stierlin Road, including bulbouts, high-visibility crosswalks, pedestrian and street lighting improvements, midblock raised crossing and speed hump, c) green-backed sharrows on Stierlin Road between Windmill Park Lane/Wright Avenue and Washington Street and Class II bike lanes on Stierlin Road slip ramp, d) protected intersection at Shoreline Boulevard/Montecito Avenue-Stierlin Road, and e) Pedestrian activated midblock crossing on Shoreline Boulevard adjacent to the Safeway Shopping Center. | SCL210012 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | San Jose | En Movimiento - Quick Strike Improvements | San Jose: Various locations in East San Jose: Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The En Movimiento Quick Build Network project aims to provide bike and pedestrian improvements to East San Jose as envisioned in the En Movimiento Transportation Plan. The proposed network consists of eight bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The project will serve East San Jose, one of our more under-resourced communities. The proposal calls for bike boulevard and pedestrian treatments including traffic circles, traffic diverters, high visibility crosswalks, pedestrian bulb-outs, wayfinding/signage, and chicanes-speed humps. | SCL210015 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | San Jose | San Jose Downtown Bikeways - Quick Strike | San Jose: Various locations in the downtown area (project limits include 3rd St from St. James to Keyes, 4th St from Julian to Reed, San Salvador St from 4th to 10th, 2nd St from Reed to Keyes, and Taylor/Mabury from 21st to Lenfest): Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities. The Downtown Bikeways project will take downtown bikeways from temporary to permanent, adding more robust protection to the downtown bicycle network in San Jose and filling network gaps. This project will build on the success of the Better BikewaySJ project. After 3 years of interim design, the plastic bollard protection shows wear, and is frequently blocked by non-compliant parking and loading vehicles. This project will add surface concrete curbs, which will help keep the lanes clear, and make the street design more understandable for all users. | SCL210016 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | VTA Electronic Locker Upgrade and Replacement | VTA: At VTA park and ride lots, Light Rail Stations and Transit Centers: Replace 189 bicycle lockers (135 long-term rental lockers and 54 electronic lockers retrofitted in 2009/2010) located at VTA park and ride lots, Light Rail Stations and Transit Centers with new, Wi-Fi enabled, electronic lockers. The lockers VTA is replacing are 20 to 30 years old and have physically decayed to be inoperable, insecure, and must be replaced to provide service. Replacement will permit VTA to serve more customers and provide real-time availability and advance reservation capabilities. The project will fund outreach to current rental locker customers and marketing to highlight the improved bike lockers and encourage their use. | SCL210017 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Saratoga | Blue Hills Elementary Pedestrian Crossing at UPRR | Saratoga: Parallel to Fredericksburg Dr and Guava Ct and the Union Pacific Railroad Vasona Branch: Reopen and construct an at-grade bike/ped crossing connecting Fredericksburg Dr. and Guava Ct, which provides pedestrian connectivity to Lido Way. The project proposes to construct a 10-foot wide walkway over the UPRR Vasona Branch tracks within the existing 20-foot wide City access easement. An ADA-Compliant landing will be provided at both ends and center | SCL210018 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Santa Clara | VTA | SR 237/Lawrence Expressway/Carribbean Dr IC Imp | Sunnyvale: SR-237/Lawrence Expressway/Carribbean Dr Interchange: Modify interchanges to relieve congestion and improve traffic operations including modifying on and off ramps, upgrading local roadways to current standards, enhancing roadway safety, and implementing Complete Street element and improving bicycle/pedestrian connectivity. Plan Bay Area 2050 : 21-T06-043 | SCL210019 | 21-T06-043 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | San Jose | SR 87/Capitol Expressway/Narvaez Ave. IC Imp | San Jose: SR 87/Capitol Expressway interchange: Modify the existing interchange with standard northbound on and off ramps that connect directly to Capitol Expressway instead of Narvaez Avenue. Improvements include adding a signalized | SCL210020 | 21-T06-040 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | US 101/Ellis Street Interchange Improvement | Mountain View: US 101/Ellis Street Interchange Modify: Modify interchange. Plan Bay Area 2050 RTP TIP 21-T06-028 | SCL210021 | 21-T06-028 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | Campbell | Campbell PDA Enhancements | Campbell: Various streets in the vicinity of the Campbell PDA including Campbell Ave, Civic Center Dr, and Orchard City Dr: pedestrian and bicycle safety improvements including accessibility ramps, curb extensions, intersection reconfiguration, sidewalks, traffic signal modification, signs, striping | SCL210024 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | Mountain View | Mountain View Mobility Hub Pilot | Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car- | SCL210025 | 21-EN09-132 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Mountain View | Mountain View Shoreline Blvd Pathway Improvements | Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown. Project scope includes removal of the existing pathway, installation of a new ADA-compliant bicycle and pedestrian pathway, curb, gutter, curb ramps, stairs, pathway lighting, landscaping, | SCL210027 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | SR-17 Bike/Ped Trail and Wildlife Crossing | Santa Clara County: SR-17 South of Los Gatos: Construct a separate Highway 17 wildlife undercrossing at a top roadkill hotspot on the eastern slope of the Santa Cruz Mountains, up to 5.4 miles of related directional fencing, and a multi-use | SCL210028 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | MTC | Regional Planning Activities and PPM Santa Clara | - Santa Clara County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SCL170001 | SCL210029 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Santa Clara | VTA | N 1st/Tasman EB Track Switch Mod - TSP Enhancement | San Jose: At the Champion station In the vicinity of the North First St and Tasman Dr intersection: Modify the eastbound trackway circuit to trigger the eastbound transit signal priority (TSP) service calls earlier with the goal of reducing delays for eastbound light rail vehicles. | SCL210030 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Santa Clara | Cupertino | Cupertino Stevens Creek Blvd Class IV Bike Lanes | Cupertino: On Stevens Creek Blvd between Wolfe and Hwy 85: Convert existing Class II bike lanes to Class IV bike lanes. Improvements include installing pre-cast concrete vertical curbs, in-line floating bus stops and associated drainage improvements, traffic signal modifications with bicycle phasing, revised signage and striping, and removal of crosswalk | SCL210034 | 21-T07-056 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | SR 237 Westbound On-Ramp at Middlefield Rd. | Mountain View: Along Middlefield Rd from Logue Dr to 400 feet south of the eastbound SR 237 off-ramp: Improve traffic operations and enhance safety and implement Complete Streets improvements coordinated with other City of Mountain View improvements for enhanced bicycle and pedestrian access and safety. | SCL230001 | 21-T06-043 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Santa Clara | Santa Clara | De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes | Santa Clara: On three corridors (De La Cruz Blvd: Montague Expressway to Trimble Road, Lick Mill Blvd: Tasman Drive to Montague Expressway, and Scott Blvd: Calabazas Creek Trail to Saratoga Avenue): Complete traffic analyses, public outreach, design, and construction of bicycle facilities . The project will enhance safety, improve mobility, and reduce vehicle emissions by implementing high priority bicycle projects identified in the Santa Clara Bicycle Plan Update 2018. | SCL230202 | (blank) | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | Cerone Operations Command and Control Center | VTA: At Cerone Bus Operating Division: Construct a new Operations Command and Control Center (OCC) Theater that would include Bus and Light Rail Workstations displaying the entire VTA Bus and Light Rail System in real time. The new OCC would support SCADA, Information Technology, and Telecommunications Rooms with staff offices for both the OCC facility and field staff. The new facility would also include a Training Center and Situation Room. | SCL230203 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance | Not Modeled |
| Santa Clara | Morgan Hill | Monterey Road Traffic, Bicycle, and Pedestrian Imp | The project consists of slurry sealing the roadway, which will include localized pavement repairs and crack sealing for preventative maintenance; new thermoplastic striping for buffered bicycle lanes and green colored pavement treatment enhancements for the existing Class II bicycle facilities at intersections, conflict points, and their approaches; complete | SCL230204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Santa Clara | Central Santa Clara Bicycle and Pedestrian Improve | Construct 36 curb ramps, 12 curb bulb-outs, 50 feet of new sidewalk, 2 new traffic signals, 2 new Pedestrian Hybrid Beacons, 2 new Rectangular Rapid Flashing Beacons, upgrade 2 existing traffic signals, install 10 streetlights, 5,000 ft of fiber optic cable, and over 5,000 ft of Class II & III bike lanes. | SCL230205 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Santa Clara | Los Altos | N San Antonio Rd Complete Streets Project | Streetscape project along N San Antonio Rd from Foothill Expressway to El Camino Real. Includes Class IV protected bikeways, pedestrian enhancements, enhanced crossings, median landscaping, median curb reconstruction, resurfacing treatment. | SCL230206 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | San Jose | White Road Complete Streets Safety Improvements | This project will install 3 new traffic signals along the corridor to improve pedestrian accessibility to bus stops, schools, and retail, and reducing one of the longest stretches without a controlled crossing on the corridor from 2700' to 1700'. In addition, this project will improve safety for people walking and biking through protected intersections, new crosswalks, high visibility crosswalks, lane reduction, slip lane removal, and protected bike lanes. | SCL230207 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Santa Clara | San Jose | Jackson Ave Complete Streets | The Jackson Avenue Complete Streets Project will provide transit, bicycle, and pedestrian enhancements along Jackson Avenue, a multilane corridor that runs parallel to I-680 in East San José. This project will improve safety, travel options, and access for underserved communities. Project may include new signals and intersection channelization | SCL230208 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Santa Clara | San Jose | Signalized Intersections Pedestrian Safety Improve | This project seeks to improve existing traffic signals at 3 signalized intersections in San Jose: Reed & Seventh, First & Virginia, and Dana and Naglee. Improvements include addition of protected left turns, upgrading existing equipment to the latest standards (additional signal heads, accessible pedestrian push button signals, video | SCL230209 | 21-T09-061 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Santa Clara | Mountain View | Moffett Boulevard Complete Streets | Repaving and installation of Class II bike lanes and Class IV protected bikeways between Middlefield Road and the northern terminus of Moffett Boulevard (Clark Road), a sidewalk gap closure between Stevens Creek Trail and Leong Drive, and intersection improvements at Moffett Boulevard/State Round 85, pending Caltrans approval consistent with the | SCL230211 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Santa Clara | Mountain View | Middlefield Road Complete Streets | Repaving of Middlefield Road between Moffett Boulevard and Whisman Road and new Class IV protected bikeways, between Moffett Boulevard and Bernardo Avenue, consistent with the City of Mountain View's Bicycle Transportation Plan. | SCL230212 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Santa Clara | Mountain View | El Camino Real/El Monte/Escuela Intersection Imps | Removal of the existing slip lane, installation of high visibility crosswalks, Class IV protected bikeways, green dashed conflict zones, and green bike boxes (pending Caltrans approval) and consistent with the City of Mountain View's El Camino Streetscape Plan | SCL230213 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Santa Clara | VTA | Transit Reliability Imp and Performance System | VTA: Provide transit signal priority (TSP) capabilities throughout Santa Clara County at all traffic signals buses operate through, which are currently managed by four different and incompatible control systems. The project takes advantage of approaches used on the Internet of Things (IoT) with remote virtualized servers monitoring and controlling traffic signals through standardized communication protocols. These remote virtualized servers utilize the real-time tracking of buses to | SCL230214 | 21-T10-064 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | Wheels on the Bus – Real-Time Data (RTD) | A feasibility study to evaluate technologies capable of collecting and disseminating real-time use data for VTA's front-mounted bus bike racks and interior mobility device securement equipment. The desired technology should provide real-time information to VTA internal stakeholders and customers. The project will evaluate the integration of this real-time data | SCL230215 | 21-T10-064 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Santa Clara | VTA | Monterey Road Transit Lane | VTA: In San Jose: Implement a road diet and install a dedicated bus lanes and protected bicycle lanes on Monterey Road in San Jose from the intersection with Keyes Rd/1st St to Ford Rd to improve transit travel times while improving safety for | SCL230216 | 21-T10-064 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | VTA | Expand Cerone Bus Yard for Electric Vehicles | VTA: In San Jose: Define additional modifications and engineering work to expand bus charging capacity at Cerone Bus Yard. | SCL230218 | 21-EN08-131 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | Expand Chaboya Bus Yard for Electric and Fuel Cell | VTA: In San Jose: Modifications and engineering work required at Chaboya Bus Yard to increase operational efficiency and installation of zero emission bus infrastructure, both electric and hydrogen, as well as servicing of articulated vehicles. | SCL230219 | 21-EN08-131 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | Santa Clara | Anna Dr Neighborhood Flood Protection | The project will upsize the existing storm drain system in the Anna Drive neighborhood east of San Tomas Aquino Creek to meet current flood protection requirements. | SCL230220 | 21-T08-060 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc | Not Modeled |

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| Santa Clara | VTA | Bascom Avenue Complete Street (I-880 to Hamilton) | VTA: In Santa Clara County: Construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements. | SCL230221 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Santa Clara Co | Santa Clara Co Circ and Mobility Element Update | The General Plan Transportation Chapter (Circulation and Mobility Element) was last prepared and adopted in 1995. Since then, there have been significant changes in land use, housing and employment, travel behaviors and preferences, and the types of technologies we have access to today. County Goals and Policies in the existing | SCL230222 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Santa Clara | Los Gatos | Highway 17 Bicycle and Pedestrian Overcrossing | The Highway 17 Bicycle & Pedestrian Overcrossing Project proposes to construct a separate bicycle and pedestrian bridge over Highway 17 on Blossom Hill Road between Roberts Road West and Roberts Road East (just south of the existing Blossom Hill Road Bridge) to provide a new Class I facility for bicyclists and pedestrians, and to construct separated bike and ped approach trails on both sides of the new bridge. | SCL230223 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Saratoga | Citywide Master Plan for Bikeways and Sidewalks | This project proposes to create a master plan for bikeways and sidewalks in the City of Saratoga. The master plan will identify and prioritize locations for new bikeways and sidewalks and opportunities for gap closure. This project will improve | SCL230224 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Santa Clara | VTA | Transit Center Park and Ride and Bus Stop Rehab | VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots as outlined in VTA's condition assessment, as well as rehabilitate and improve various bus stops. | SCL230225 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | Facilities Maintenance Equipment Program | VTA: In Santa Clara County: Replace essential shop and other maintenance equipment that has reached the end of its useful life. | SCL230226 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | Gilroy | Safe Routes to School - Christopher High School | Construct a Class I multi-use trail approximately 6,500 linear feet in length | SCL230227 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | Homestead Road Safe Routes to School | Homestead Road is a major east-west corridor that spans from Santa Clara University to Foothill Expressway traversing multi-jurisdictions including unincorporated Santa Clara County, Caltrans and the cities of Santa Clara, Cupertino, Sunnyvale, and Los Altos. This corridor is a local connection for three public schools, including West Valley Elementary School, Cupertino Middle School, and Homestead High School. The project upgrades pedestrian and bicycle infrastructure on Homestead Road between Foothill Expressway and Hollenbeck Avenue/Stelling Road. Improvements include bike paths, separated bike lanes, widened sidewalks, high-visibility crosswalks, curb ramps, and pedestrian and bicycle detection upgrades. This project will make it easier for K-12 students to travel to and from three | SCL230228 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Sunnyvale | Pedestrian and SRTS Imps in SNAIL and Braly Corner | Pedestrian and Safe Routes to School improvements at 3 intersections in SNAIL & Braly Corners neighborhoods. Intersections are Gail Ave/Gladiola Dr by Braly Elementary School, Borregas Ave/Hemlock Ave, and Borregas Ave/Duane Ave near Columbia Middle School. The improvements will include high visibility crosswalks, signing and roadway | SCL230229 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | VTA | Safety Enhancements at Grade Crossings | VTA: In Santa Clara County: Install pedestrian gates at several crossings along the light rail corridors, including automatic pedestrian gates, swing gates and railings, minor civil improvements, and related signal modifications as necessary. | SCL230230 | 21-T10-086 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | VTA | Light Rail Station Rehabilitation FY24-FY25 | VTA: In Santa Clara County: Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting. | SCL230231 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | Fiber Optics Replacement Program | VTA: In Santa Clara County: Replace the fiber optic network on Tasman West between Whisman and Baypointe light rail stations. | SCL230232 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Santa Clara | VTA | Guadalupe Elevator and Escalator Drainage Improvem | VTA: In San Jose: Install bio-retention filter system for elevator and sump pump drainage. | SCL230233 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | Guadalupe 2nd Entrance | VTA: In Santa Clara County: Analyze the feasibility of options and develop a preliminary alignment for the recommended option for a second light rail entrance to the Guadalupe Yard from North First Street. | SCL230234 | 21-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, | Not Modeled |
| Santa Clara | VTA | Access Controls & CCTV Capability Expansion | VTA: In Santa Clara County: Procure and install cameras, access control hardware devices, SANs for video, as well as cabling and network infrastructure. | SCL230235 | 21-T07-057 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Santa Clara | Sunnyvale | City of Sunnyvale Stevens Creek Trail Extension | Extension of Stevens Creek Trail (Class 1 bike and ped facility) in Sunnyvale from Remington Drive to Fremont Avenue. | SCL230236 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Santa Clara | San Jose | San Fernando Street Mobility Hubs | This project will complete the design, environmental clearance, and construction of two small-scale mobility hubs on San Fernando Street in Downtown San José: one Urban District Hub and one Pulse Hub. Each hub includes a long-term | SCL230237 | 21-T08-060 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Santa Clara | VTA | Audio Frequency Train Activated Circuit (AFTAC) Re | VTA: In Santa Clara County: Assessment, engineering, and construction to address reliability concerns for the Audio Frequency Train Activated Circuit (AFTAC) on the Vasona line. | SCL230238 | 21-T07-057 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |
| Santa Clara | VTA | Advanced Passenger Management Project | VTA: In Santa Clara County: Implement new hardware/software and applications that will help VTA paratransit customers have a safer and more enjoyable trip. Project proposes cognitive technologies to advance the Human Machine Interaction (HMI) capabilities of the Video Analytics platform. | SCL230239 | 21-T07-057 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Santa Clara | Palo Alto | Meadow Drive & Charleston Road Grade Separation | The project provides for the planning, design, and construction of the grade separations at the existing at grade crossings on Meadow Drive and Charleston Road in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings | SCL230240 | 21-T11-103 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing | Not Modeled |
| Santa Clara | Palo Alto | Churchill Avenue Grade Separation Project | Churchill Avenue Grade Separation Project provides for the planning, design, and construction of the grade separation at the existing at grade crossing on Churchill Avenue in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossing. | SCL230241 | 21-T11-103 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |
| Santa Clara | MTC | SR-237 Adaptive Ramp Metering Implementation | Santa Clara County: SR-237 from US-101 to I-880 adaptive ramp metering implementation. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements. | SCL230242 | 21-T06-049 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Santa Clara | Palo Alto | Palo Alto SS4A Safety Action Plan | Through collaboration with diverse stakeholders, equity analysis, and consideration of low-cost, high-impact strategies citywide, the Palo Alto Safe Streets for All Action Plan will chart a path forward to enhance safety and mobility in Palo Alto. Palo Alto has a high proportion of vulnerable road users, with over 9% of commuters traveling by bike and over 40% of | SCL250201 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | Saratoga | Village to Hakone Gardens Walkway Project | This project will create a walkway along State Route 9 from downtown Saratoga, "Saratoga Village," to Saratoga's traditional Japanese garden, Hakone Gardens. The walkway will require a soldier pile retaining wall along the PCC sidewalk for the first 350 feet. The remaining 450 LF of walkway will be constructed from asphalt concrete. | SCL250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Santa Clara | Santa Clara Vision Zero Plan | Development of a City of Santa Clara Vision Zero Plan through a comprehensive traffic safety analysis. The project will include community engagement events, countermeasure recommendations, and other potential opportunities to increase | SCL250203 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | San Jose | I-880/Montague Expwy. Interchange Improvements | Improve interchange at I-880/Montague Expressway. construct Partial Clover interchange at I-880 and Montague Expressway, including improvements on Montague. This project will provide complete street improvements. | SCL250205 | 21-T06-025 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | Palo Alto Avenue Grade Separation Project | The project provides for the planning, design, and construction of the grade separations at the existing at-grade crossings on Palo Alto Avenue/Alma Street along the Caltrain Rail Corridor. The project will provide improvements to accommodate | SCL250206 | 21-T11-103 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |
| Solano | SolTrans | SolTrans: Bus Replacement (Alternative Fuel) | SolTrans: Eight 45' MCI commuter coaches: Replace vehicles as they reach their useful life. | SOL090034 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Solano | STA | Solano Safe Routes to School Program | Solano County: Countywide: Education & Encouragement events, including Bicycle Rodeo Equipment & Education Materials, Walk & Roll Encouragement events, marketing, walking school bus program, and program coordination through | SOL110019 | 21-T09-061 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and | Not Modeled |
| Solano | Fairfield | Fairfield-Suisun Intercity/Local Bus Replacement | Fairfield: Systemwide: Replace four (4) local/intercity buses that have exceeded their expected useful life. | SOL110041 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Solano | Solano County | Suisun Valley Bicycle and Pedestrian Imps | Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun | SOL130007 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | Caltrans | Rio Vista SR12 Pavement Rehab and Intersection Imp | Solano County: SR12 from Currie Rd to the County Line: Rehabilitate roadway Rio Vista: At SR12/Church Rd. Intersection: Improve safety and operational efficiency. Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone | SOL150003 | 21-T01-003 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Solano | Vallejo | Vallejo Bay Trail / Vine Trail Gap Closure | The Bay Trail/Vine Trail Gap Closure Project is the culmination of a multiyear feasibility study that investigated and evaluated multiple routes to close the gap between the Bay Trail to the south and the Bay Trail and Napa Vine Trail in | SOL170008 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | STA | Solano Mobility Call Center | Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others | SOL170009 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Solano | Fairfield | Grange Middle School SR2S and Pavement Preservation | Fairfield: On E. Tabor Ave between Dover Ave and Clay Bank Rd, and on Sunset Ave between E. Tabor and Travis Blvd: Implement pedestrian & bicycle safety improvements and pavement maintenance improvements including the installation of colored and stamped crosswalks, the installation of rapid flashing beacons, traffic signal modifications, the replacement | SOL170010 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |

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| Solano | Vacaville | Vaca Valley/I505 Multimodal Improvements | Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements. The project limits are east of the north I-505 ramps and west of E Monte Vista Ave. | SOL170013 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Solano | Suisun City | New Railroad Avenue Pavement Rehabilitation | Suisun City: Railroad Ave from Sunset Ave to Birchwood Ct: Rehabilitate roadway on eastbound lanes Railroad Ave from Sunset Ave to Marina Blvd: Restripe existing Class 2 bicycle lanes on both sides of street, including buffer depending on | SOL170014 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Solano | Solano County | Solano County Roadway Preservation | Solano County: On Midway Road from Interstate 80 to approximately 200 feet west of Porter Road: Place asphalt overlay. | SOL170015 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Solano | Solano County | Solano County Farm to Market Phase 3 | Solano County: Abernathy Road from Rockville Road to Mankas Corners Road (1.6 miles), Suisun Valley Road from Ledgewood Road to the Fairfield City Limit (2.4 miles), Rockville Road from Suisun Valley Road to Abernathy Road (1.7 miles) and Mankas Corners Road from Abernathy Road to the Fairfield City Limit (0.6 miles): Construct a total of 6.3 miles | SOL170016 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | STA | SolanoExpress Bus Electrification | Solano County: Countywide: Purchase electric over-the-road coaches for long-haul SolanoExpress routes. Original specs called for 13 electric buses, since costs have risen, the amount of buses purchases might be fewer than originally proposed. | SOL190002 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Solano | F-S Transit | Fairfield - Electric Bus Fleet and Infrastructure | Fairfield: Systemwide: Purchase Zero-emission vehicles (ZEVs), charging and electrical infrastructure upgrades, vehicle maintenance facility expansion and upgrades, and associated equipment to maintain and operate ZEVs. Project will use a combination of local, state, and federal funding sources. | SOL190003 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Solano | STA | Solano Regional Transit Improvements - TIRCP 2020 | STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan) At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St | SOL190023 | 21-T10-093 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and | Not Modeled |
| Solano | STA | I-80/I-680/SR 12 Interchange Phase 2A | Solano County: I-80/I-680/SR-12 Interchange: Complete the construction of the I-80 connection to SR 12W that was started with the Construction Package 1. The existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. | SOL190024 | 21-T06-015 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Solano | Caltrans | Solano WB I-80 Cordelia Truck Scales | Solano County: WB I-80: Relocate Truck Scales facility 0.7 mile east from its current location. Create braided off-ramp connection and new entrance ramp connection to/from Westbound I-80 to address safety issues caused by short on-ramps leading to traffic congestion and increased risk of rear-end accidents. Create direct access to the facility from westbound State Route 12 (East). The new facility will expand capacity with seven covered inspection areas (old facility has four), | SOL190025 | 21-T07-055 | Exempt (40 CFR 93.127) - Truck size and weight inspection stations | Not Modeled |
| Solano | Fairfield | Fairfield - Cadenasso Drive Paving | Fairfield: On Cadenasso Dr from west of Magellan Road to Beck Ave: Pavement preservation including using hot mix asphalt, ADA Ramp Upgrades, adjusting utilities to grade (manholes, valve boxes, monuments), add striping/pavement markings. There will also be an additive bid alternate (with local funds) for 2.5 inch mill and overlay w/fabric for Auto Mall Pkwy. | SOL210001 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Solano | Vacaville | Vacaville Pavement Preservation | Vacaville: Various Streets and Roads including Merchant St from I-80 to Camelia Way, Alamo Dr from Butcher Rd to Edgewood Dr, Alamo Dr from Buck Ave to West Monte Vista Ave, West Monte Vista from Alamo Dr to Orchard Ave, and Fruitvale from Orchard Ave to City Limits: Pavement preservation including resurface pavement, stripe, ADA improvements | SOL210002 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Solano | Vacaville | Vacaville: Electric Bus Charging Infrastructure | Vacaville: System-wide: Implement core infrastructure improvements to support the charging of a 100% Zero Emissions Bus fleet. California law mandates zero emission vehicles for future replacements. Vacaville is actively participating in an | SOL210003 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Solano | Vacaville | Vacaville: Electric Bus Fleet | Vacaville: Fleetwide: Procure 10 electric zero-emission buses in an effort to transition to an all electric fleet. | SOL210004 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Solano | Vacaville | Vacaville: Transit Building Expansion | Vacaville: Transit building: Construct addition to existing Transit building, adding offices and storage areas. | SOL210005 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |

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| Solano | STA | Solano Connected Mobility Implementation Plan | Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force | SOL210006 | 21-T10-093 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Solano | Vallejo | Vallejo Ferry Mobility Hub Improvement | Vallejo: In the public areas in front of the Vallejo Ferry Terminal all on the west side of Mare Island Way from the Ferry Terminal Building to the entrance of Parking Lot E: Implement mobility hub improvements based on community | SOL210007 | 21-EN09-132 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information | Not Modeled |
| Solano | MTC | Regional Planning Activities and PPM Solano | - Solano County: County-wide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SOL170001 | SOL210008 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Solano | Fairfield | Fairfield West Texas Street Complete Streets | Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet. The corridor is a primary route of local and regional significance, providing access to key community destinations including a major transit hub, downtown, a park, government services, and schools. As a Class II bike route, bicyclists share the curb lane of the 5 lane roadway with fast-moving traffic. Sidewalks are narrow and not buffered from the roadway pedestrians often cross at unmarked and unsafe locations because there are too few marked crossings. Although facilities for walking and biking exist, they are insufficient. This proposed road diet will reduce lanes for motorist and upgrade facilities for bicyclist and pedestrians. Class II bike routes will be upgraded to Class IV separated bikeways and a landscaped street buffer will be installed, marked | SOL210009 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Solano | Vallejo | Vallejo Springs Rd Pavement Preservation | Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications. This project is part of an exchange of federal funds (OBAG2-SSM) from SOL170008. | SOL210010 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Solano | Vallejo | Sacramento Street Road Diet - Phase II | This project will deliver a road diet on Sacramento Street between Tennessee and Frisbee Streets. The road diet will reduce the travel lanes from 4 lanes to 2 lanes with a center turn lane and add buffered bikes lanes in both directions. The project will also bring all curb ramps along this stretch into compliance with high visibility crosswalks and slurry seal the roadway to preserve the pavement and create a blank canvas for the restriping of the roadway including red curbs and bus boxes at the Caltrans bus stop along this stretch. The project includes the DE, Environmental | SOL230201 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Solano | Benicia | East Fifth Street PDA - Affordable Housing Streets | The City of Benicia owns a vacant piece of land in the Eastern Gateway neighborhood that it intends to sell for the purpose of affordable housing development. This property has two street frontages and the City owns significant excess right of way | SOL230202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | Fairfield | Travis Safe Routes to School and Transit | Class I trail connecting Hannigan train station with three schools and Travis Air Force Base. Existing Markeley Lane alignment upgraded with a bidirectional Class IV cycle track. | SOL230203 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | Solano County | Solano 360 Transit Center Phase 1 | Construct a Rideshare Parking lot as the first phase of the Transit/North Parking Center which will serve as a bus hub within Solano 360 with access to the County fair, and local & regional transit stops. Amenities include exterior lighting, EV charging stations, vegetated medians, and perimeter fencing. A 2-lane roadway with left turn lane, parkway landscaping, | SOL230204 | 21-T10-093 | Exempt (40 CFR 93.127) - Bus terminals and transfer points | Not Modeled |
| Solano | Fairfield | Linear Park Node 4 Safe Routes to School Improve | Complete construction of Linear Park Node 4 to include widening of the existing eight foot wide Class I off-street pathway to twelve feet, installation of pathway lighting & security cameras, and landscaping. Other State funds are AB178 state budget earmarks. | SOL230205 | 21-T09-061 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

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| Solano | Fairfield | East Tabor and Tolenas Sidewalks | In Fairfield:On East Tabor Street construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the sidewalk gap. Project also includes minimal roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised traffic striping to add class 2 bike lane, and improvements as needed for bikes to use the new pedestrian crossing across the railroad tracks. On Tolenas Avenue (east side) the sidewalk will be widened from 4 feet to 6 feet, minimum. Non-participating work includes costs to modify an existing private property access and parking lot to facilitate the new sidewalk installation alignment adjacent to UPRR right-of-way. | SOL230206 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | STA | Bike Trail Pedestrian Improvements | Bike Trail Pedestrian Improvements at three (3) trail crossings, Arlene Drive west of Arlene Way; Briarwood Drive south of Florence Drive; and Fruitvale Road between Ridgewood Drive and Parkridge Drive: Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping. | SOL230207 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Solano | Suisun City | Park N Ride Parking Lot EV Station Installation | Project is to install three (3) Type-2 EV charging stations and one (1) Type-3 EV charging stations for a total installation of four (4) new EV charging stations in the City's Park N Ride Parking Lot. The Project Scope of Work will include: all necessary electrical underground work and electrical updates, including panel upgrades, that are required to provide the necessary infrastructure to the new EV charging stations; parking facility upgrades required to meet the current ADA | SOL230208 | 21-EN08-131 | Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion | Not Modeled |
| Solano | Vallejo | Vallejo Bluff Trail Project | Project proposes constructing 1.97 miles of Class I bike/ped path along SR29 under I80 between Sequoia Ave. and Sequoia Ave (east and west of I80) and another leg of the trail up the bluff above I80 and the Carquinez Bridge connecting | SOL250201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Sonoma County | Replace Hauser Bridge over Gualala River 20C0240 | In Sonoma: Bridge No.20C0240,Hauser Road Bridge over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge | SON110025 | 21-T01-005 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Sonoma | Santa Rosa | Jennings Ave Bike-Ped RR Crossing Corridor | Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing. An at grade crossing at this location would be designed to be ADA compliant and would include to the best available practices in the industry to provide appropriate warning devices in compliance with federal and State regulations. It would include gate | SON150003 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Santa Rosa | US 101 Hearn Ave Interchange | Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-aligned ramps to US 101. | SON150006 | 21-T06-029 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Sonoma | SCTA | Highway 116/121 Intersection Improvement Project | Sonoma County: Southwest of the City of Sonoma at the intersection of State Routes 116, and 121, and Bonneau Road: Improve intersection of State Routes 116 (PM 46.5/46.8) and 121 (PM 6.5/R7.0), and Bonneau Road. Project proposes to reduce congestion at intersection by installing either a roundabout or traffic signal. Other components of project would | SON150009 | 21-T07-056 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Sonoma | Petaluma | Petaluma: Transit Yard & Facilities Improvements | Petaluma: Transit Yard and Facility: Improvements to the Transit Yard and Facility to enhance security and maintain a state of good repair, including pavement repair and upgrades, video surveillance system, office security, yard lighting, ADA | SON170005 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Sonoma | SCTA | Sonoma County - County-Wide SRTS Program | Implement an ongoing Safety and Education Program in schools in Sonoma County, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school. | SON170009 | 21-EN09-132 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs | Not Modeled |
| Sonoma | Santa Rosa | Highway 101 Bicycle and Pedestrian Overcrossing | Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge, which includes a 16-foot wide structure over the highway and accessible ramps | SON170012 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Sonoma County | Crocker Bridge Bike and Pedestrian Passage | Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility. The new Class I facility would remove a significant active transit barrier for two disadvantaged neighborhoods and provide a direct multi- | SON170014 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Petaluma | Petaluma AVL Equipment | Petaluma: Systemwide: Purchase and maintain AVL system equipment for fixed route vehicle. | SON170017 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., | Not Modeled |

List of 2025 TIP Projects by County and Air Quality Status

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|--------|---------------|--|--|-----------|------------|---|-------------|
| Sonoma | Sebastopol | Bodega Avenue Bike Lanes and Pavement Rehab | Sebastopol: On Bodega Ave between Pleasant Hill Ave and Jewell Ave: Add approximately 0.7 miles of Class II bike lanes On Bodega Ave between Pleasant Hill Ave and High St: Rehabilitate pavement. Included are new sidewalks to effect several sidewalk gap closures, plus a section of shoulder repair to ensure sufficient pavement width. There are also | SON170021 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Sonoma | Healdsburg | Healdsburg Avenue Complete Streets Improvements | Healdsburg: On Healdsburg Ave from Powell Ave to Passalacqua Rd: Construct complete streets improvements for all modes of travel including pedestrians, bicyclists, motorist, transit riders including reducing travel lanes from 5 to 3, adding bikes lanes, bus turn-outs, street parking, lighting, landscaping, LID, sidewalks, ped ramps, etc. | SON170024 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Sonoma | Son Co TA | Joe Rodota Trail Bridge Replacement | Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges. Work includes installing two temporary bridges before the removal and replacement of the existing bridges, drilling new concrete piers and constructing new bridge abutments and retaining walls, lifting and placing two prefabricated bridges, and paving asphalt to match the bridge approaches | SON170025 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | SantaRosa Bus | Santa Rosa CityBus: Electric Bus Replacement | Santa Rosa CityBus: Replace diesel powered local transit buses with electric and purchase/install supporting charging infrastructure. FY17 and FY18 awards will each support the replacement of 2 buses (4 total), the FY21 award will assist in the replacement of 6 buses as well as supporting electric bus charging infrastructure, and the FY23 award will assist in replacing 6 buses and further supporting charging infrastructure. | SON170026 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Sonoma | SantaRosa Bus | Santa Rosa Transit Mall Roadbed Rehabilitation | Santa Rosa: At the Transit Mall (2nd St between Santa Rosa Ave and B St): Rehabilitate the 500ft, two-lane roadbed in the multi-transit operator (Santa Rosa CityBus, Sonoma County Transit, Golden Gate Transit, Mendocino Transit, Greyhound) Santa Rosa Transit Mall to address service disruptions, operational safety issues, and pedestrian hazards resulting from failing pavement, and will re-establish safe, accessible crossing facilities for pedestrian circulation. Project will remove top layers of roadbed materials and replace with newly rehabilitated roadway and new striping for pedestrian access. The federal awarded funding fill be transferred from FHWA to FTA for the grant award. | SON210001 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and | Not Modeled |
| Sonoma | Cotati | Cotati Downtown-Civic Center Connectivity Safety | Cotati: Various locations in Downtown and Civic Center: Pavement preservation and bicycle and pedestrian safety improvements. The Project rehabilitates La Plaza (inner hub street) and West Sierra Avenue and includes striping for a class 3 bike lane with buffer hatching and green bike paint at the intersections, and enhanced pedestrian crossings. The Project enhances connectivity of the City's centrally located La Plaza park and Downtown to the Community Demonstration Farm and Civic Center by repaving and restriping La Plaza and West Sierra Avenue to calm traffic and provide safe bicycle and pedestrian routes. The Project also enhances access of these points of interest from the Cotati train station and bus stations and to the west of town via the East School Street tunnel underneath Highway 101. The Civic Center includes a | SON210002 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Sonoma | Sebastopol | SR 116 and Bodega Ave Pedestrian Improvements | Sebastopol: Various Locations: Construct ADA compliant ramps at four intersections along State Route 116, and pedestrian enhancements along Bodega Avenue at two uncontrolled crossings. The ADA compliant ramp work will take | SON210005 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Petaluma | Petaluma: Purchase 2 Replacement Fixed Route Buses | Petaluma: (2) 35' Battery Electric Buses: Purchase 2 Battery Electric 35' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses that have expended their useful life. VIN # 15GGB271971077482 and VIN # 15GGB271071077483 | SON210006 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Sonoma | MTC | Regional Planning Activities and PPM Sonoma | Sonoma County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SON170002 | SON210007 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C | Not Modeled |
| Sonoma | Rohnert Park | Southwest Boulevard Complete Streets | Rohnert Park on Southwest Boulevard between Commerce Boulevard and 300-feet east of Adrian Drive: Pavement rehabilitation lane reconfiguration; installation of new median and sidewalks; improvement of on-street bike facilities, crosswalks and bus stop; modifications of existing sidewalks and intersections; enhancement of existing soundwall other streetscape improvements (i.e. signage, landscaping). | SON210009 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Son Co TA | Sonoma County - West County Trail Gap Closures | Sonoma County: West County Trail at a 0.20 gap along Green Valley Rd and a 0.90-mile gap Occidental Rd: Construct Class I bike path segments to close gaps in the trail. The two Class I bike path segments will parallel Green Valley Road and Occidental Road. The construction work includes the following: earthwork, 8 feet wide asphalt pavement for the trail, drainage improvements, signage, and striping. | SON230001 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Sonoma County | Todd Road and Standish Avenue Intersection Improve | The project will install a traffic signal at the intersection of Todd Road and Standish Avenue/Ghilotti Avenue where Ghilotti Avenue will be realigned to make a 4-way intersection. The project includes installation of ADA compliant curb ramps, sidewalk extensions to make an existing bus stop more accessible and installation of Class II bicycle lanes on Todd Road. | SON230202 | 21-T01-003 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Sonoma | Santa Rosa | Highway 101 Hearn Avenue Multi-Use Pathway and Pav | This project will 1) install a Class I separated multi-use pathway along the South side of Hearn Avenue, connecting the existing SMART multi-use pathway at the western project limits with a planned multi-use pathway on the Hearn Avenue | SON230203 | 21-T01-003 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Rohnert Park | Hwy. 101 Bike/Ped Overcrossing at Copeland Creek | New Class 1 bicycle/pedestrian bridge spanning 850 -1000 feet in length crossing over the US 101 freeway. Project includes environmental document, preliminary engineering, design/PS&E and construction. | SON230204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

List of 2025 TIP Projects by County and Air Quality Status

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|--------|------------|--|---|-----------|------------|---|-------------|
| Sonoma | Healdsburg | Healdsburg: Grove Street Neighborhood Plan Impleme | Grove Street from Grant Street to Dry Creek Avenue in the City of Healdsburg adding curb, gutter, and sidewalk where missing to create continuous ADA compliant walkways. Includes connection and improvements to two public transit stops, LID water quality features, shade trees, and traffic calming measures. This segment of Grove Street runs parallel to a Class 1 bike facility, the Foss Creek Pathway, and has access points at both ends of the project and one in the middle. | SON230205 | 21-T01-003 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Santa Rosa | Downtown Connectivity to Support Housing Density | This project includes traffic and transit circulation, pavement, and multi-modal improvements needed to accommodate job and housing growth in the City core. Improving the pavement surface will provide increased ride quality in the travel lanes as well as the bike lanes which is a benefit for Transit, emergency responders, scooters, cyclists, and the motoring public. | SON230206 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Sonoma | Petaluma | Petaluma Paratransit Replacements | Purchase five (5) paratransit cutaways. Replace (2) 2015 24' Gas Ford E450 Cut-Away Vans and one (1) 2015 Ford E350 22' Cut-Away van with three (3) 2023 Cut-Away Vans, 5-Year, Gas, and replace two (2) 2013 24' Gas Ford E450 Cut-Away | SON230207 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Sonoma | Petaluma | Petaluma: (3) 40' Battery Electric Buses | Petaluma: (3) 40' Battery Electric Buses: Purchase 3 Battery Electric 40' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses and (1) 35' 1999 Fixed Route Diesel bus that have expended their useful life. | SON230208 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Sonoma | SCTA | SR 121 at 8th Street East Intersection Improvement | The proposed project would provide intersection improvements to address high commute volumes that result in insufficient gaps for left turns in and out of 8th St. E., inducing significant motorist delay and increased safety challenges. Additionally, the current intersection's lack of multi-modal facilities acts as a barrier for pedestrians, cyclists and other non-motorized users. Two alternatives are currently proposed: 1- construct a traffic signal at the subject intersection. This alternative would also construct Class II bike lanes and sidewalks along Route 121 and a Class I shared use path along 8th Street East and construct high visibility crossings and accessible pedestrian signals at the project intersection; 2- construct a modern roundabout at the subject intersection. This alternative would also construct Class II bike lanes along the approach roadways. At the intersection, this project would construct Class I shared use paths along 8th St. East and construct high | SON230209 | 21-T01-006 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Sonoma | Petaluma | Petaluma River Trail | The Petaluma River Trail is part of a larger regional vision for active transportation, connecting to and sharing alignments with the Great Redwood Trail/SMART Trail, Bay Area Ridge Trail, Bay Trail, and proposed Petaluma-Sebastopol Trail. Planned improvements include a paved multi-use trail with natural surface shoulders, viewing and seating areas, lighting, wayfinding, educational signage, and other trail amenities. The next phase of the project will focus on a key 0.5-mile gap | SON250201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

Appendix J-2

List of New Projects in the 2025 Transportation Improvement Program

List of New 2025 TIP Projects by County and Air Quality Status

| County | Sponsor | Project Name | Project Description | TIP ID | RTP ID | Air Quality Description | Conformity Analysis Year |
|----------------------------|-----------------|--|--|-----------|------------|---|--------------------------|
| Non-Exempt Projects | | | | | | | |
| Alameda | Port of Oakland | Port of Oakland Green Power Microgrid | Plan, design, and install 145 chargers for battery-electric heavy duty trucks and cargo handling equipment in the Seaport; and 1 megawatt (MW) of solar panels; and up to 6.5 MW of battery storage; and associated substation upgrades. This project will support and accelerate the transition of heavy-duty equipment from diesel to zero emissions, in alignment with the Port's Seaport Air Quality 2020 and Beyond Plan – the Pathway to Zero Emissions. | ALA250222 | 21-T07-055 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Francisco | SFMTA | I-280 Ocean/Geneva Interchange Improve. at Balboa | San Francisco: Implement interchange improvements that may include intersection geometry changes, traffic signal changes, and Intelligent Transportation System (ITS) elements in the Balboa Park Station area, including the I-280 Northbound Geneva Ave and I-280 Southbound Ocean Ave off-ramps, to improve traffic circulation and safety for pedestrians & bicyclists. The project will coordinate with Caltrans, SFMTA, and SFPW. | SF-250201 | 21-T06-016 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| San Mateo | CCAG | US 101/SR 92 Interchange Direct Connector Project | The project proposes to create a dedicated connection between State Route (SR) 92 and US 101 express lanes. This new connection would operate like the express lanes recently opened on US 101 in San Mateo County. Currently, there is no existing High Occupancy Vehicle (HOV) direct connector between US 101 express lanes and SR 92 that might provide incentives for carpool or bus use. | SM-250201 | 21-T06-027 | Non-Exempt (N/A) - N/A | 2040 |
| Santa Clara | Gilroy | Tenth Street Bridge at Uvas Creek | The project will construct a new bridge over Uvas Creek to connect two segments of Tenth Street. It will include two vehicular traffic lanes, a median, buffered bicycle lanes, and sidewalks on both sides. Tenth Street and Uvas Park Drive will be raised on the approach embankments. The project includes a breezeway bridge to allow users of the Uvas Creek Levee Trail to pass unimpeded under Tenth Street. To accommodate the realignment of Tenth Street and improve safety, the curb returns and driveway at Gilroy High School will be reconstructed to match grades and connect sidewalks. A roundabout will also be constructed at Tenth Street/Uvas Park Drive. Tenth Street improvements will include sidewalks, bikeways, crosswalks, restriping, signing, curb-and-gutter, storm drain, lighting, and repaving. | SCL250204 | 21-T07-056 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled |
| Exempt Projects | | | | | | | |
| Alameda | Alameda County | ACPWA Safety Action Plan | Develop a Safety Action Plan that focuses specifically on improving safety within the realm of transportation in the communities of unincorporated Alameda County. This Plan will evaluate and address various aspects of transportation safety, including road safety, pedestrian and bicycle safety, and public transit safety. | ALA250201 | 21-T07-058 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Livermore | East Avenue Corridor ATP Implementation 202222 | The project will implement roadway safety improvements along East Avenue and include bike lanes, sidewalk, crossing enhancements, lighting, signing and striping. | ALA250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | San Leandro | MacArthur Blvd/Superior Ave Roundabout | The project will install a roundabout at the intersection of MacArthur Blvd and Superior Ave. The scope of work consists clearing and grubbing, excavation, removal of asphalt and concrete, and installation a roundabout, new concrete sidewalk, curb ramp, curb & gutter, signage and striping trench drain, and planting of landscaping, shrubbery and trees | ALA250203 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection channelization projects | Not Modeled |
| Alameda | San Leandro | Dutton Ave Roadway Reconstruction | The project will reconstruct the roadway of Dutton Ave from E 14th St to MacArthur Blvd. The scope of the project include pedestrian improvements such as new sidewalks, ADA curb ramps, high visibility crosswalks. | ALA250204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Hayward | High Injury Network Supplemental Planning | Develop a Speed Management Plan and a High Injury Network Safety Plan that will supplement the City's Local Road Safety Plan. The Speed Management Plan will evaluate existing speeds and develop strategies for speed management. The High Injury Network Safety Plan will develop and identify projects along these areas/corridors: Downtown Area, A Street, B Street, Hesperian Boulevard, Jackson Street, Mission Boulevard, and Tennyson Road. | ALA250205 | 21-T07-058 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | San Leandro | Lake Chabot Road Erosion Repair | The Lake Chabot Road Erosion Repair will repair eroded slopes due to January 2023 storms. The project includes excavation, clearing and grubbing, removal of existing rock slope protection and concrete v-ditch. The project will install structural backfill and concrete, soldier piles, and new rock slope protection at two locations along Lake Chabot Road. | ALA250206 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125) | Not Modeled |
| Alameda | Hayward | Tennyson Road Neighborhood Improvements | Multimodal improvements to Tennyson Road from Hesperian Boulevard to Mission Boulevard - for pre-environmental planning/scoping | ALA250207 | 21-T09-061 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Alameda | Livermore | BPMP - Local bridges preventive maintenance 202219 | Bridge Preventive Maintenance for 19 local bridges at various locations in the City of Livermore. See attached Attachment A. The BPMP has been submitted to Caltrans and is being reviewed and processed. Match funds will be from SB1 Gas Tax. | ALA250208 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | Newark | Thornton Ave Alternate Route Corridor Pavement Reh | Pavement rehabilitation of Thornton Avenue from I880 to Olive Street (Phase 1) and pavement rehabilitation of Thornton Avenue from Ash to Spruce Street (Phase 2). Each phase will also include improvements to the existing bicycle facilities and other safety improvements. Both phases will be implemented as part of one contract. | ALA250209 | 21-T01-003 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation | Not Modeled |
| Alameda | Livermore | Greenville Road/I-580 Interchange 199149 | The project will construct new interchange at I-580/Greenville Road to replace the existing interchange at Northfront and Southfront roads and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities. | ALA250210 | 21-T06-019 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |

List of New 2025 TIP Projects by County and Air Quality Status

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|---------|-------------|--|---|-----------|------------|---|-------------|
| Alameda | Alameda | Lincoln Ave/Marshall Way/Pacific Ave Corridor Imp | Project is located on Lincoln Avenue/Marshall Way/Pacific Avenue between Alameda Point at Main Street/Central Avenue and Broadway. Identified as a high priority for safety and mobility improvements. Project includes road diet - going from four to three travel lanes with a center turn lane and bike lanes - as well as a roundabout at Lincoln Avenue/Fifth Street/Marshall Way, flashing beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements. The concept will likely be phased in over time, as street sections are resurfaced and constructed with grant funding. Project web page: https://www.alamedaca.gov/LincolnMarshalPacific | ALA250211 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Alameda | Alameda | Oakland Alameda Water Shuttle | Project is beginning as a two-year pilot water shuttle project between west Alameda and Jack London Square in Oakland. Alameda is lead, and WETA is operator, with service starting summer 2024. It falls under WETA's authority for operating on the Bay. The project includes leasing one pontoon boat and adding ADA-accessible ramp upgrades to the existing docks, and operations for two years. The shuttle service will be free for the pilot. If successful and additional funding is found, service will continue beyond the pilot period, and the vessel power will be electrified and dock-side charging will be added. Web page: www.alamedaca.gov/watershuttle | ALA250212 | 21-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies | Not Modeled |
| Alameda | Livermore | Airway Blvd Bridge BR 33C019 at Arroyo Las Positas | The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250213 | 21-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | ACTC | East Bay Greenway MM Phase 1 Hayward | East Bay Greenway Multimodal Phase 1 Hayward Segment will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities. In addition, the project will also review and recommend pedestrian-scale improvements along Mission Boulevard. The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near-term safety and multimodal access improvements. | ALA250214 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Alameda | Oakland Alameda Estuary Bridge | Design and construct a moveable bicycle/pedestrian bridge across the Oakland Estuary between Alameda's west end and Oakland's Jack London Square. A PID will be completed by mid-2024. The project will create a safe, accessible, and convenient all ages/all abilities facility, where currently the only existing biking/walking facility is a two-way, three-foot-wide, shared-use pathway in the Posey Tube (SR 260) adjacent to vehicles traveling 45 miles per hour or more. This narrow path has inadequate passing space for bicyclists and pedestrians and is not Americans with Disabilities Act (ADA) compliant. The project will reduce the barrier effect of the Oakland Estuary on bicycle and pedestrian travel between western Alameda and downtown Oakland; improve multimodal connectivity between the two cities; encourage mode shift away from single-occupant motor vehicle cross estuary trips; provide a no-cost estuary crossing to better serve equity priority and disadvantaged communities in western Alameda, downtown Oakland and Oakland Chinatown; and increase resilience to climate change and improve disaster recovery for Alameda residents. The project will address a major deficiency on State Route (SR) 260 which does not provide standard, adequate bicycle and pedestrian access between two adjacent metropolitan areas, will close a major gap in the Regional San Francisco Bay Trail network, and will meet the estimated demand for bicycling and walking trips across the estuary. Project web page: www.estuarybridge.org | ALA250215 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | AC Transit | AC Transit: Purchase 10 40ft Zero-Emission Buses | Purchase 10 40ft Zero-Emission Buses | ALA250216 | 21-T01-002 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing | Not Modeled |
| Alameda | Emeryville | The Emeryville Loop | The Emeryville Loop project will provide safe, low-stress biking and walking routes to work and shopping destinations in central Emeryville and install new designated transit lanes. The project closes a major gap in the City's existing active transportation network by providing a new pedestrian connection on Powell Street between Christie Avenue and Shellmound Street. Today, wide multilane arterial roadways that funnel high traffic volumes on and off I-80 pose barriers to people biking, walking, and rolling in the project area. This project will create separation between moving car traffic and people using active modes along high-stress arterials (Powell Street, Christie Avenue, Shellmound Street) and provide intersection improvements to make the arterial crossings safer and more comfortable. The project includes construction of new two-way Class IV separated bikeway facilities on high-stress arterial roadways, construction of new sidewalk to close a gap in the existing walking network, widened sidewalk, the installation of protected intersections at (4) major four to six lane arterial intersections, one new midblock crossing, and dedicated transit lanes. These countermeasures will create a safer, low-stress environment for people biking, walking, and rolling. | ALA250217 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | Livermore | Bluebell Drive Bridge at Arroyo Las Positas 202426 | The project will replace the existing bridge with a free span bridge to improve creek flow conveyance and include safety elements and pedestrian and bicycle facilities. | ALA250218 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | San Leandro | Bancroft Ave and Williams St Bicycle Corridor Imp | The project will consist of installing raised class IV bike lanes along Bancroft Ave from E 14th St to north City limit, installing a class IV bike lanes along Williams St from San Leandro Blvd to Neptune Dr. Other components of the projects include traffic signal modifications, installation of RRFB, new sidewalks, driveways, curb and gutter, bus islands and bus shelters | ALA250219 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

List of New 2025 TIP Projects by County and Air Quality Status

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| Alameda | Livermore | Heather Lane Bridge COLV005 at Arroyo Las Positas | The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250220 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | Livermore | Bluebell Drive Bridge at Altamont Creek 33C0192, 2 | The project will rehabilitate or replace the existing culvert with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250221 | 21-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Alameda | San Leandro | Lake Chabot Road Stabilization | The project will install stabilization improvements of 240' and 350' linear feet at two segments of roadway along Lake Chabot Road due to slope depression and slope erosion. Installation of class II AB, HMA, structural backfill and concrete, soldier piles, ground anchor, concrete piling. | ALA250223 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125) | Not Modeled |
| Alameda | Livermore | Holmes Street Bridge 33C0426 at Arroyo Mocho, 2024 | The project will replace the existing bridge with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities. | ALA250224 | 21-T01-004 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Alameda | Livermore | Isabel Ave and Portola Ave I-580 Interchange 20233 | The project will widen the Isabel interchange and the Portola overcrossing by two lanes and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities. | ALA250225 | 21-T06-019 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Alameda | Livermore | Stanley Blvd at Isabel Connector Ramp 202133 | The project will implement safety improvements and include curb extensions, crosswalks, ramps, and signal improvements. | ALA250226 | 21-T07-056 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Contra Costa | Moraga | St. Mary's Road Multimodal Safety Improvement Proj | The Project will construct a three-way signal-controlled intersection at the St. Mary's Rd/Rheem Blvd intersection, a designated left-turn pocket with optional traffic signal at the St. Mary's Rd/Bollinger Canyon Rd intersection, and modifications to roadway alignment. Rheem Blvd will be widened in order to construct a Class II bike lane, which will connect to a Class I shared-use path along St. Mary's Rd. | CC-250201 | 21-T08-060 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections | Not Modeled |
| Contra Costa | El Cerrito | El Cerrito BART to Bay Trail Connection | Connect El Cerrito Plaza BART Station and the San Francisco Bay Trail. The project will evaluate & implement multiple on- and off-street alignment alternatives to implement all ages and abilities bikeways between these two endpoints. Potential treatments include separated bicycle facilities, protected intersections, signalized and flashing beacon crossing treatments, and protected vehicle-bicycle phasing to enhance safety. | CC-250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Contra Costa | ECCTA | ECCTA: Comprehensive Operational Analysis | The purpose of this project is to perform a comprehensive operational analysis of ECCTA's mobility services and redesign its transit system. The new mobility network should harmonize with Contra Costa Transportation Authority's Integrated Transit Plan, the Countywide Transportation and Mobility Hub Plans as well as the Metropolitan Transportation Commission's various regional plans to recapture current and future ridership in the region. | CC-250203 | 21-T07-058 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Contra Costa | Contra Costa County | Kirker Pass Road Southbound Truck Climbing Lane | Contra Costa County: Install an additional truck climbing lane in the southbound direction of Kirker Pass Road starting 1,200 south of Nortonville Road to Concord City Limit and provide intersection improvements at the south Hess Road intersection in unincorporated Concord. | CC-250204 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area | Not Modeled |
| Contra Costa | Contra Costa County | Pacheco Boulevard Improvements | Contra Costa County: Widen roadway, add shoulders, add bicycle and pedestrian improvements, realign curves and install roadway modifications along 5.1 miles of Pacheco Boulevard from Blum Road to Morello Avenue in unincorporated Pacheco. | CC-250205 | 21-T08-060 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no | Not Modeled |
| Napa | Napa | Complete Streets Improvement Plan (Jefferson SS4A) | Develop a Complete Streets Improvement Plan for the Jefferson Street Corridor. Plan will identify opportunities for multimodal (bike/ped/auto/transit) safety and connectivity improvements along the Jefferson Street corridor, which is identified as a part of the City of Napa's High-Injury Network. Project funding is all for planning use. | NAP250201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Napa | Napa | Napa Planning and Demonstration Activities (SS4A) | SS4A Planning and Demonstration Activities. Develop a Complete Streets Improvement Plan for Redwood Road. Plan will identify opportunities for multimodal safety and connectivity improvements along Redwood Road, which is identified as a part of the City of Napa's High-Injury Network. Conduct emergency response time technology demonstration activities and enforcement technology activities. Project funding is for planning and demonstration activities only. | NAP250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| Regional/Multi-County | BART | Link21 - Phase 1: Program Development | The BART transbay tube connecting San Francisco and the East Bay reached its operational capacity before the 2020 pandemic, and requires periodic renovation. The nine-county Bay Area is the center of a megaregion, from Monterey County to the northern San Joaquin Valley to Placer County northeast of Sacramento. This 21-county megaregion supports the fifth largest economy in the world, and is increasingly dependent on its rail network, including the BART transbay crossing. BART and its rail partners are engaged in planning for a new transbay rail crossing within the context of the mega-regional rail network. The project is currently in Planning phase. | REG250201 | 21-T11-112 | Exempt (40 CFR 93.126) - Other - Planning and technical studies | Not Modeled |
| San Mateo | Belmont | Ralston Avenue Segment 4 | A complete streets project focusing on circulation, safety, pedestrian and bicycle improvements along Ralston Avenue between Alameda de las Pulgas to the western City limit at Christian Drive. Improvements to sidewalk, crosswalks, ramps, pavement, and bicycle facilities will be done as part of the project to improve mobility and safety for all modes of transportation. The design is based on the Ralston Avenue Corridor Study and Improvement Plan which was adopted in August 2014. The project has a conceptual design and needs detailed PSE and Construction funding. | SM-250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| San Mateo | SSF | South Linden Grade Separation Project | This Project will raise the railroad between Colma Creek Bridge in South San Francisco, CA and the I-380 overcrossing in San Bruno, CA, with grade separation structures at South Linden Avenue in South San Francisco and Scott Street in San Bruno. South Linden Avenue will be partially lowered and reconstructed with pedestrian and bicycle access and safety improvements. At the Scott Street crossing, motor vehicle access will be closed and a pedestrian and bicycle undercrossing will be constructed. | SM-250203 | 21-T11-103 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |

List of New 2025 TIP Projects by County and Air Quality Status

| | | | | | | | |
|-------------|-------------|--|---|-----------|------------|---|-------------|
| San Mateo | Belmont | Alameda de las Pulgas Corridor Improvements | A multi-agency regional transportation improvement project involving cities of Belmont, San Carlos, and two School Districts (Sequoia Union High School and San Carlos School District) along the Alameda de Las Pulgas (ADLP) and San Carlos Avenue Corridor. The corridor serves as the main thoroughfare for many residents of both Belmont and San Carlos. In addition, the corridor experiences heavy traffic congestion during peak hours during school pick-up and drop-off. The project proposes improved traffic circulation for all modes of transit, safety improvements, relief for peak hour traffic congestion, and installation of green infrastructure. Safety improvements will include new sidewalks, Class II bike lanes, a new signal at Carlmont Drive, and (3) mini roundabouts along the corridor. The innovative series of roundabouts will replace stop-controlled intersections, improve circulation, reduce delay, and allow safety for all modes to be greatly improved along the corridor. | SM-250204 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Palo Alto | Palo Alto SS4A Safety Action Plan | Through collaboration with diverse stakeholders, equity analysis, and consideration of low-cost, high-impact strategies citywide, the Palo Alto Safe Streets for All Action Plan will chart a path forward to enhance safety and mobility in Palo Alto. Palo Alto has a high proportion of vulnerable road users, with over 9% of commuters traveling by bike and over 40% of public school students biking to school. | SCL250201 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | Saratoga | Village to Hakone Gardens Walkway Project | This project will create a walkway along State Route 9 from downtown Saratoga, "Saratoga Village," to Saratoga's traditional Japanese garden, Hakone Gardens. The walkway will require a soldier pile retaining wall along the PCC sidewalk for the first 350 feet. The remaining 450 LF of walkway will be constructed from asphalt concrete. | SCL250202 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Santa Clara | Santa Clara | Santa Clara Vision Zero Plan | Development of a City of Santa Clara Vision Zero Plan through a comprehensive traffic safety analysis. The project will include community engagement events, countermeasure recommendations, and other potential opportunities to increase traffic safety. This project was awarded SS4A federal grant. | SCL250203 | 21-T09-061 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location | Not Modeled |
| Santa Clara | San Jose | I-880/Montague Expwy. Interchange Improvements | Improve interchange at I-880/Montague Expressway. construct Partial Clover interchange at I-880 and Montague Expressway, including improvements on Montague. This project will provide complete street improvements. | SCL250205 | 21-T06-025 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects | Not Modeled |
| Santa Clara | VTA | Palo Alto Avenue Grade Separation Project | The project provides for the planning, design, and construction of the grade separations at the existing at-grade crossings on Palo Alto Avenue/Alma Street along the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings. | SCL250206 | 21-T11-103 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment | Not Modeled |
| Solano | Vallejo | Vallejo Bluff Trail Project | Project proposes constructing 1.97 miles of Class I bike/ped path along SR29 under I80 between Sequoia Ave. and Sequoia Ave (east and west of I80) and another leg of the trail up the bluff above I80 and the Carquinez Bridge connecting into the local street network in the Glen Cove Neighborhood at Clearview Drive. Project includes PE, ROW, PS&E, and Construction phases. | SOL250201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |
| Sonoma | Petaluma | Petaluma River Trail | The Petaluma River Trail is part of a larger regional vision for active transportation, connecting to and sharing alignments with the Great Redwood Trail/SMART Trail, Bay Area Ridge Trail, Bay Trail, and proposed Petaluma-Sebastopol Trail. Planned improvements include a paved multi-use trail with natural surface shoulders, viewing and seating areas, lighting, wayfinding, educational signage, and other trail amenities. The next phase of the project will focus on a key 0.5-mile gap between Soto/Bautista Way and the Petaluma Marina. Petaluma is divided by US-101 and an active railroad, both of which have limited crossing opportunities, especially for people traveling by foot and bike. This section of River Trail would create a new car-free connection that crosses underneath both facilities. | SON250201 | 21-T08-060 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities | Not Modeled |

Appendix J-3

List of Regionally Significant Projects in Plan Bay Area 2050

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | | | |
|------------|--|--|--|---|-----------------------------|------|------|------|---|---|
| | | | | | 2025 | 2030 | 2040 | 2050 | | |
| | | 4 (CC); SR-17 (SCL); SR-24 (ALA, CC); SR-85 (SCL); SR-87 (SCL); SR-92 (SM); SR-237 (SCL); and SR-242 (CC). | | I-80 (CC, SOL); I-380 (SM); I-580 (ALA); US-101 (MRN, SF, SCL, SON); SR-4 (CC); SR-17 (SCL); SR-85 (SCL); SR-87 (SCL); SR-92 (SM) | | | x | x | | |
| 21-T06-013 | Corridor & Interchange Improvements I-80 Contra Costa County | This program includes funding to implement interchange improvements at Central Ave, San Pablo Dam Rd and Pinole Valley Rd. | Yes | at San Pablo Dam Rd | | x | x | x | x | |
| 21-T06-014 | Corridor & Interchange Improvements I-80 San Francisco | This program includes funding to implement interchange improvements at Yerba Buena Island. | Yes | at Yerba Buena Island | | x | x | x | x | |
| 21-T06-015 | Corridor & Interchange Improvements I-80 Solano County | This program includes funding to implement interchange improvements at I-680/SR-12, Redwood Pkwy and Lagoon Valley Rd. | Yes | at I-680/SR-12 (Package 2A), Lagoon Valley Rd | | x | x | x | x | |
| | | | | at I-680/SR-12 (Packages 3-5), Redwood Pkwy | | | | x | x | |
| | | | | at I-680/SR-12 (Packages 6-7) | | | | | x | |
| 21-T06-016 | Corridor & Interchange Improvements I-280 San Francisco | This program includes funding to implement interchange improvements at the Balboa Park Station area. | Yes | at the Balboa Park Station area | | x | x | x | x | |
| 21-T06-017 | Corridor & Interchange Improvements I-280 Santa Clara County | This program includes funding to implement interchange improvements at Lawrence Expy/Stevens Creek Blvd, Winchester Blvd, Wolfe Rd, Saratoga Ave, SR 85/Homestead Rd, Bird Ave, and between 3rd St and 7th St; braided ramps between Foothill Expy and SR-85; and new HOV lanes between Magdalena Ave and the Santa Clara/San Mateo county line. | Yes | at Winchester Blvd; between 3rd St and 7th St; new HOV lanes between Magdalena Ave and the Santa Clara/San Mateo county line | | | | x | x | |
| 21-T06-018 | Corridor & Interchange Improvements I-380 San Mateo County | This program includes funding to implement interchange improvements at US-101 and El Camino Real and a new eastbound freeway lane between I-280 and El Camino Real. | Yes | new eastbound freeway lane between I-280 and El Camino Real | | | | x | x | |
| 21-T06-019 | Corridor & Interchange Improvements I-580 Alameda County | This program includes funding to implement Design Alternatives Assessments between the Bay Bridge Toll Plaza and SR-238; for interchange improvements at Hacienda Dr/Fallon Rd and Santa Rita Rd/Tassajara Rd; and funding for a planning study to scope interchange improvements at I-680. | Yes | at Hacienda Dr, Fallon Rd/El Charro Rd | | | | x | x | |
| 21-T06-020 | Corridor & Interchange Improvements I-580 Richmond-San Rafael Bridge | This program includes funding to implement improvements to east side bridge access. It also reserves funding to implement permanent recommendations based on the third eastbound freeway lane pilot project and the westbound bicycle/pedestrian path pilot project. | No | | | | | | | |
| 21-T06-021 | Corridor & Interchange Improvements I-680 Alameda County | This program includes funding to implement interchange improvements at Stoneridge Dr. | Yes | at Stoneridge Dr | | | | x | x | |
| 21-T06-022 | Corridor & Interchange Improvements I-680 Contra Costa County | This program includes funding to implement interchange improvements at SR-4, as well as and new auxiliary lanes between Rudgear Rd and El Cerro Blvd and between Bollinger Canyon Rd and Alcosta Blvd. | Yes | at SR-4 (Phases 1-2) | | x | x | x | x | |
| | | | | at SR-4 (Phase 4) | | | | x | x | x |
| | | | | at SR-4 (Phase 5); auxiliary lanes between Rudgear Rd and El Cerro Blvd; auxiliary lanes between Bollinger Canyon Rd and Alcosta Blvd | | | | x | x | |
| 21-T06-023 | Corridor & Interchange Improvements I-680 Santa Clara County | This program includes funding to implement interchange improvements at Montague Expy, Alum Rock Ave and McKee Rd. | Yes | at Montague Expy | | | | x | x | |
| 21-T06-024 | Corridor & Interchange Improvements I-880 Alameda County | This program includes funding to implement interchange improvements on I-880 at Oak St/Union St, at Whipple Rd, at Winton Ave/A St, between 23rd Ave and 29th Ave, at 42nd Ave and High St, and at 5th Ave and Washington St. | Yes | at Whipple Rd and Industrial Pkwy; between 23rd Ave and 29th Ave | | x | x | x | x | |
| | | | | between Oak St and Broadway, Winton Ave and A St | | | | x | x | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|---|---|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T06-025 | Corridor & Interchange Improvements I-880 Santa Clara County | This program includes funding to implement interchange improvements at Montague Expy. | No | | | | | |
| 21-T06-026 | Corridor & Interchange Improvements US-101 Marin County | This program includes funding to implement interchange improvements at I-580 and a new southbound HOV lane between Novato and the Sonoma/Marin county line ("Marin-Sonoma Narrows"). | Yes | new southbound HOV lane between Novato and the Sonoma/Marin county line ("Marin-Sonoma Narrows") at I-580 | x | x | x | x |
| 21-T06-027 | Corridor & Interchange Improvements US-101 San Mateo County | This program includes funding to implement interchange improvements at SR-92, 3rd Ave, Holly St, Peninsula Ave, Produce Ave, Sierra Point Pkwy, University Ave, and Woodside Rd; and funding for a planning study to scope interchange improvements at Candlestick. | Yes | at Holly St, Peninsula Ave, Produce Ave at SR-92 | x | x | x | x |
| 21-T06-028 | Corridor & Interchange Improvements US-101 Santa Clara County | This program includes funding to implement interchange improvements at SR-25, SR-237, Blossom Hill Rd, Buena Vista Ave, Ellis St, Mabury Rd/Taylor St, Moffett Blvd, Montague Expy, Old Oakland Rd, Shoreline Blvd, Trimble Rd/De La Cruz Blvd/Central Expy, Zanker Rd/Skyport Dr/Fourth St, and between San Antonio Rd and Charleston Rd/Rengstorff Ave; and ramp metering improvements in Morgan Hill and Gilroy. | Yes | at SR-25, Blossom Hill Rd, Trimble Rd/De La Cruz Blvd/Central Expy at Buena Vista Ave, Zanker Rd/Skyport Dr/Fourth St at SR-237, Mabury Rd/Taylor St | x | x | x | x |
| 21-T06-029 | Corridor & Interchange Improvements US-101 Sonoma County | This program includes funding to implement interchange improvements at Arata Ln, Hearn Ave, Railroad Ave, and Rainier Ave and new HOV lanes through Petaluma ("Marin-Sonoma Narrows"). | Yes | at Arata Ln at Railroad Ave | x | x | x | x |
| 21-T06-030 | Corridor & Interchange Improvements SR-1 San Mateo County | This program includes funding to implement interchange improvements at Manor Dr and safety and operational improvements in Half Moon Bay and between Half Moon Bay and Pacifica. | Yes | at Manor Dr | | x | x | x |
| 21-T06-031 | Corridor & Interchange Improvements SR-4 Contra Costa County | This program includes funding to implement Integrated Corridor Mobility between I-80 and SR-160 and operational improvements between Port Chicago Hwy and San Marcos Blvd/Willow Pass Rd. | Yes | EB operational improvements between Port Chicago Hwy and San Marcos Blvd/Willow Pass Rd Integrated Corridor Mobility between I-80 and SR-160; WB operational improvements between Port Chicago Hwy and San Marcos Blvd/Willow Pass Rd | x | x | x | x |
| 21-T06-032 | Corridor & Interchange Improvements SR-17 Santa Clara County | This program includes funding to implement interchange improvements at SR-9. | Yes | at SR-9 | | x | x | x |
| 21-T06-033 | Corridor & Interchange Improvements SR-24 Contra Costa County | This program includes funding to implement interchange improvements at Camino Pablo and a new eastbound auxiliary lane between Wilder Rd and Camino Pablo. | Yes | new eastbound auxiliary lane between Wilder Rd and Camino Pablo | | | x | x |
| 21-T06-034 | Corridor & Interchange Improvements SR-29 Napa County | This program includes funding to implement interchange improvements at SR-221 ("Socol Junction"), Lincoln Ave, Madison St, Trower Ave, and Airport Blvd ("Airport Junction"); operational and multimodal improvements between Napa Junction and American Canyon Rd; and new highway lanes between SR-37 and American Canyon. | Yes | at SR-221 ("Socol Junction") at Airport Blvd ("Airport Junction") new highway lanes between SR-37 and American Canyon. | x | x | x | x |
| 21-T06-035 | Corridor & Interchange Improvements SR-37 Multiple | This program includes funding to implement new HOV lanes between Mare Island and Sears Point and toll infrastructure to collect tolls charged to westbound vehicles. | Yes | new HOV lanes between Mare Island and Sears Point | x | x | x | x |
| 21-T06-036 | Corridor & Interchange Improvements SR-37 Solano County | This program includes funding to implement interchange improvements at Fairgrounds Dr. | Yes | at Fairgrounds Dr | x | x | x | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|--|--|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T06-037 | Corridor & Interchange Improvements SR-84 Alameda County | This program includes funding to implement interchange improvements at I-680 and new highway lanes between Ruby Hill Dr and I-680. | Yes | new highway lanes between Ruby Hill Dr and I-680 | | x | x | x |
| 21-T06-038 | Corridor & Interchange Improvements SR-84 Dumbarton Bridge | This program includes funding to implement the Gateway 2020 Study, including access improvements to the west side of the Dumbarton Bridge, and Dumbarton Corridor Transportation Studies at US-101, including phased implementation of near-term recommendations and environmental studies for long-term recommendations. | No | | | | | |
| 21-T06-039 | Corridor & Interchange Improvements SR-85 Santa Clara County | This program includes funding to implement interchange improvements at SR-237 and El Camino Real; auxiliary lane improvements between El Camino Real and SR-237; and a new eastbound auxiliary lane between SR-85 and Middlefield Rd. | No | | | | | |
| 21-T06-040 | Corridor & Interchange Improvements SR-87 Santa Clara County | This program includes funding to implement interchange improvements at Capitol Expy/Narvaez Ave and technology-based operational improvements between US-101 and SR-85. | No | | | | | |
| 21-T06-041 | Corridor & Interchange Improvements SR-92 Alameda County | This program includes funding to implement interchange improvements at Clawiter Rd. | Yes | at Clawiter Rd | | x | x | x |
| 21-T06-042 | Corridor & Interchange Improvements SR-152 Santa Clara County | This program includes funding for a planning study to scope a new alignment between US-101 and SR-156. | No | | | | | |
| 21-T06-043 | Corridor & Interchange Improvements SR-237 Santa Clara County | This program includes funding to implement interchange improvements at SR-85, Great American Pkwy, Lawrence Expy/Caribbean Dr, Java Dr, Maude Ave, and Middlefield Rd; intersection improvements at El Camino Real/Grant Rd; a new westbound auxiliary lane between McCarthy to N 1st St; new eastbound auxiliary lanes between Mathilda Ave and Fair Oaks Ave; and new auxiliary lanes between Coyote Creek/Zanker Rd to N 1st St. | Yes | new westbound auxiliary lane between McCarthy to N 1st St new eastbound auxiliary lanes between Mathilda Ave and Fair Oaks Ave; and new auxiliary lanes between Coyote Creek/Zanker Rd to N 1st St. | | x | x | x |
| 21-T06-044 | Corridor & Interchange Improvements SR-239 Contra Costa County | This program includes funding for a planning study to scope a new alignment between Brentwood and Tracy. | No | | | | | |
| 21-T06-045 | Corridor & Interchange Improvements SR-242 Contra Costa County | This program includes funding to implement interchange improvements at Clayton Rd. | Yes | at Clayton Rd | | | x | x |
| 21-T06-046 | Corridor & Interchange Improvements SR-262 Alameda County | This program includes funding to implement interchange improvements at I-680 and new freeway lanes between I-680 and I-880. | Yes | at I-680; new freeway lanes between I-680 and I-880 | | | | x |
| 21-T06-047 | Corridor & Interchange Improvements New Freeway Contra Costa County | This program includes funding to implement new freeway lanes and interchange improvements on SR-4/Vasco Rd between Balfour Rd and Vasco Rd and a new 2-lane expressway between Vasco Rd and Byron Hwy. | Yes | new freeway lanes and interchange improvements on SR-4/Vasco Rd between Balfour Rd and Vasco Rd; new 2-lane expressway between Vasco Rd and Byron Hwy | | | x | x |
| 21-T06-048 | Other Investments to Improve Interchanges & Address Highway Bottlenecks Regional | This program includes funding to implement other programmatic investments to improve interchanges and address highway bottlenecks. This program generally implements county and other local programs and initiatives to programmatically implement highway improvements. Improvements include interchange modifications and minor lane additions or lane extensions of less than 1/4-mile (i.e., highway or freeway lane, auxiliary lane, or HOV lane). Example investments include implementation of VTA's Envision Highway Minor Projects. | Yes | Envision Highway Minor Projects (SCL) | | | | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|---|--|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T06-049 | Bay Area Forward Program Regional | This program includes funding to implement initiatives to maximize the efficiency of freeway and arterial systems through active traffic demand management and multi-modal strategies. Improvements include implementation of toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors, arterial first and last mile solutions, and shared mobility pilot deployments. | Yes | active traffic demand management, toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors | x | x | x | x |
| 21-T07-050 | 511 Bay Area Program Regional | This program includes funding to support the 511 Bay Area Program, which provides multi-modal traveler information. | No | | | | | |
| 21-T07-051 | All Electronic Tolling Program Regional | This program includes funding to support the All-Electronic Tolling Program, which converts the seven state-owned toll bridges to Open Road Tolling. Improvements include procurement of a new toll system and overhead gantries, improvements to roadway infrastructure to allow for high-speed tolling, and support of a regional customer service center. | No | | | | | |
| 21-T07-052 | Carpool/Vanpool Program Regional | This program includes funding to provide carpool-matching tools and encourage carpool behavior through outreach, education, rewards, incentives and new technology. | No | | | | | |
| 21-T07-053 | Connected Bay Area Program Regional | This program includes funding to implement the Connected Bay Area Program, which improves and integrates system infrastructure and operations to manage the region's transportation network. Improvements include the Regional Communication Infrastructure Network, the Incident Management Program, and the Transportation Management Center & Communications. | No | | | | | |
| 21-T07-054 | Motorist Aid Services Program Regional | The program includes funding to support the Freeway Service Patrol, Call Box programs and other motorist aid activities. | No | | | | | |
| 21-T07-055 | Minor Freight Improvements Regional | This program includes funding to implement freight improvements throughout the Bay Area. This program generally implements programs that improve freight operations and support the Port of Oakland. Improvements include new weigh stations and rest areas and improvements to existing freight terminals and freight rail. Example projects include grade separation improvements at 7th Street at the Port of Oakland and improvements at the I-80 Westbound Truck Scales in Cordelia. | Yes | grade separation improvements at 7th Street at the Port of Oakland (ALA) | x | x | x | x |
| 21-T07-056 | Minor Roadway Improvements Regional | This program includes funding to implement minor roadway improvements. This program generally implements projects exempt from regional air quality conformity, but it does include non-exempt local roadway widenings or extensions. Improvements include local road extensions or new lanes, and intersection improvements such as channelization and signalization. Example projects include improvements to Oakland Army Base, Quarry Lakes Pkwy, Decoto Rd, Dublin Blvd, El Charro Rd, and Auto Mall Pkwy (ALA); Newell Dr and Airport Junction (NAP); implementation of Envision Expy program, Calaveras Blvd, and Mary Ave (SCL); Hunters Point Shipyard and Candlestick Point, Alemany Rd, and Treasure Island (SF); and Farmers Ln (SON). | Yes | Dougherty Rd, Dublin Blvd, North Canyons Pkwy, Tassajara Rd (ALA); Brentwood Blvd, Crow Canyon Rd, Laurel Rd, Lone Tree Way, San Ramon Blvd, Willow Pass Rd (CC); SR-29 (NAP); 10th St Bridge, Montague Expy (SCL); Peabody Rd (SOL) | x | x | x | x |
| | | | | Union City Blvd (ALA); Camino Tassajara Rd, E Cypress Rd, W Leland Rd (CC); Mary Ave, Oakland Rd (SCL); Jepson Pkwy (SOL); Novato Blvd (MRN) | | x | x | x |
| | | | | Auto Mall Pkwy, Decoto Rd, El Charro Rd, Quarry Lakes Pkwy (ALA); Pittsburg-Antioch Hwy (CC); Newell Dr, Soscol Ave, Trower Ave (NAP); Brokaw Bridge, Calaveras Blvd, Lawrence Expy, San Thomas Expy, Envision Expy Program (SCL) | | | x | x |
| 21-T07-057 | Technology Improvements Regional | This program includes funding to implement technology improvements on the Bay Area's transportation systems. This program generally implements county, transit agency and other local management systems' travel demand management and emissions reduction technologies programs and initiatives. Improvements include incident management; signal coordination; Intelligent Transportation Systems; Traffic Operations Systems/Congestion Management Systems; ramp metering; Computer-Aided Dispatch/Automatic Vehicle Location; fare media; construction or renovation of power, signal and communications systems; toll management systems; toll media; car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool; ridesharing activities; information, marketing and outreach; and traveler information. | Yes | Intelligent Transportation Systems (SM) | | | | x |
| 21-T07-058 | Planning/Program Regional | This program includes funding to support regional and local planning programs and initiatives to support implementation of Plan Bay Area 2050. Investments include planning, research, technical assistance and program implementation. Example regional projects include support for Priority Development Area (PDA) planning and implementation; the Bay Area Preservation Pilot revolving loan fund; and the Housing Incentive Pool pilot program to incentivize the production of affordable housing. | No | | | | | |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|---|--|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T07-059 | Financing/Reserve for Major Capital Projects Regional | This program includes funding for financing costs of major capital projects (e.g., Caltrain Downtown Extension) and a funding reserve for projects with cost overruns. | No | | | | | |
| 21-T08-060 | Complete Streets Network Regional | This program includes funding to implement a regional Complete Streets network with an emphasis on improvements near transit and in Equity Priority Communities. It also includes funding to implement county and local initiatives to support active transportation systems. Investments include new and extended bike and pedestrian facilities; minor bicycle and/or pedestrian facility gap closures; minor road diets (less than 1/4-mile); ADA compliance; landscaping; lighting; streetscape improvements; secure bike parking at transit stations; and support to local jurisdictions to maintain and expand car-free slow streets. Example projects include the Bay Trail (MUL), Bay Skyway (SF), Better Market Street (SF), East Bay Greenway (ALA), and Urban Greenways and Trails (ALA). | Yes | Fruitvale Ave, Shattuck Ave, Telegraph Ave (ALA); Benicia Rd, West Texas Rd (SOL); Petaluma Blvd (SON) | x | x | x | x |
| | | | | El Camino (SM); SR-29/Sonoma Blvd (SOL) | | x | x | x |
| | | | | Military West (SOL) | | | x | x |
| | | | | Bay Skyway (SF) | | | | x |
| 21-T09-061 | Regional Vision Zero Policy through Street Design and Reduced Speeds Regional | This program includes funding to implement and advance a regional Vision Zero policy, which includes implementation of slower highways and streets through street design and automated enforcement, and other programmatic investments to advance Vision Zero policies. This program generally implements regional, county and local programs to support Vision Zero initiatives; Safe Routes to Schools programs; and the Highway Safety Improvement Program. Improvements include railroad/highway crossing improvements; warning devices; shoulder improvements; traffic control devices other than signalization; guardrails, median barriers and crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety, communications and surveillance systems; truck climbing lanes outside urban areas; and emergency truck pullovers. | No | | | | | |
| 21-T10-062 | Multimodal Transportation Enhancements AC Transit and WETA Alameda Point | This program includes funding to implement improvements to existing transit service in the City of Alameda. Improvements include new bus service on Appezzato Pkwy with dedicated lanes (15 min peak headways); new bus service between Fruitvale BART and Seaplane Lagoon (20 min headways); new crosstown express bus service between Harbor Bay Ferry Terminal and Alameda Main St Ferry Terminal (20 min peak headways); and new ferry service between Seaplane Lagoon and San Francisco Ferry Building (30 min peak headways). | Yes | | x | x | x | x |
| 21-T10-063 | Multimodal Transportation Enhancements SFMTA Southeast San Francisco | This program includes funding to implement transportation enhancements in the Candlestick/Hunters Point Shipyard project area, including improvements to existing bus service; new express bus service to downtown San Francisco; and multimodal corridors of streets, transit facilities, pedestrian paths and dedicated bicycle lanes. | Yes | | x | x | x | x |
| 21-T10-064 | Local Bus Modernization VTA Systemwide | This program includes funding to implement improvements to existing bus service. Improvements include transit priority infrastructure; transit signal priority; bus lanes; queue jumps; stop improvements; faster fare collection equipment; off-board fare collection; all-door boarding; and software and hardware upgrades for improved headway management. | Yes | | | | | x |
| 21-T10-065 | Local Bus Service Frequency Boost AC Transit Systemwide | This program includes funding to implement improvements to AC Transit's existing local bus service. Improvements include frequency upgrades (5-10 min peak headways along routes 72/72M/72R, 18, 51A/B, 6, 20/21, 57, 40/40L, 97, 99, Tempo BRT, NL, F-local and F-Transbay) and local/rapid service on some routes. | Yes | | x | x | x | x |
| 21-T10-066 | Local Bus Service Frequency Boost County Connection | This program includes funding to implement improvements to existing County Connection bus service, including frequency upgrades (15 min peak headways) on routes feeding BART stations. | Yes | | | | x | x |
| 21-T10-067 | Local Bus Service Frequency Boost NVTA | This program includes funding to implement improvements to existing Napa VINE regional/local bus service. Improvements include frequency upgrades (30 min peak headways); expanded service hours (from 4am-12am); and Sunday service. | Yes | | | | x | x |
| 21-T10-068 | Local Bus Service Frequency Boost SFMTA Systemwide | This program includes funding to implement improvements to existing bus service, including Muni Forward transit priority improvements along Rapid and high-frequency transit corridors; transfer and terminal investments; street improvements in support of Vision Zero; route realignments; and frequency upgrades (4-8 min peak headways on routes 1, 7, 8, 14, 14R, 22, 24, 29, 30, 38, 38R, 44, 45 and 55). | Yes | | | | x | x |
| 21-T10-069 | Local Bus Service Frequency Boost VTA Systemwide | This program includes funding to implement improvements to existing VTA bus service, including Measure B Frequent Core Network frequency upgrades (15 min peak headways on routes 22, 23, 25, 26, 57, 60, 61, 64, 66, 68, 70, 72, 73 and 77). | Yes | | | | x | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|--|---|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T10-070 | Local Bus Service Frequency Boost PDAs | This program includes funding to implement improvements to existing bus service in Priority Development Areas (PDAs) without existing high-frequency rail, ferry or bus service. Improvements include frequency upgrades (30 min peak headways) and reorganization and/or expansion of bus routes. | Yes | ALA CC, MRN, NAP, SM, SCL, SOL, SON | x | x | x | x |
| 21-T10-071 | Local Bus Service Frequency Boost Sonoma County | This program includes funding to implement improvements to existing bus service, including frequency upgrades (15 min peak headways on Santa Rosa City Bus routes 1, 2, 3, 4, 5, 6, 8, 9, 10 and 12; 30-80 min peak headways on Sonoma County Transit routes 30, 40, 48, 56 and 60; 30 min peak headways on Golden Gate Transit route 72). | Yes | | x | x | x | x |
| 21-T10-072 | Rapid Bus Modernization AC Transit E 14th St/Mission St/Fremont Blvd | This program includes funding to implement new rapid bus service along E 14th St/Mission St/Fremont Blvd between the San Leandro and Warm Springs BART stations. Improvements include frequency upgrades (10 min peak headways for Route 10 and 20 min headways for Route 99), dedicated lanes and mobility hubs at BART stations. | Yes | | x | x | x | x |
| 21-T10-073 | Rapid Bus AC Transit Modernization | This program includes funding to implement rapid transit improvements to existing bus service. Improvements include new rapid bus service; improved bus stops and stations; new/improved transit signal priority (including on-street and on-bus equipment); transit priority infrastructure; dedicated bus lanes; queue jumps; and frequency upgrades (5-12 min peak headways on routes 18, 20/21, 40, 57, 97 and NL). | Yes | Foothill Blvd (40), Fruitvale Ave (20/21), Grand Ave (NL), Shattuck Ave/Martin Luther King Jr Way (18) Broadway, Hesperian Blvd (97), MacArthur Blvd/40th St (57/NL), Telegraph Ave | x | x | x | x |
| 21-T10-074 | Rapid Bus Modernization VTA El Camino Real | This program includes funding to implement rapid transit improvements to existing bus service along El Camino Real. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure and new rolling stock. | Yes | | | | x | x |
| 21-T10-075 | Rapid Bus Contra Costa Co Service Expansion Antioch-Brentwood | This program includes funding to implement new bus service along SR-4 between Hillcrest eBART to Brentwood Intermodal Station. Improvements include frequency upgrades (20 min peak headways), rapid transit improvements and a new park-and-ride facility. | Yes | | | | x | x |
| 21-T10-076 | BRT Modernization AC Transit 23rd St | This program includes funding to implement new BRT service along 23rd St from Hercules to Contra Costa College, Richmond BART and the Richmond Ferry. Improvements include high-frequency service (10 min peak headways), queue jumps, transit signal priority, new vehicles, improved stops and possible bus-only lanes. | Yes | | | x | x | x |
| 21-T10-077 | BRT Modernization AC Transit San Pablo Ave | This program includes funding to implement BRT improvements to existing bus service along San Pablo Ave from 20th St to Richmond Pkwy Transit Center. Improvements include frequency upgrades (5 min peak headways), improved stop infrastructure, merging of local/rapid stops, dedicated lanes and transit signal priority. | Yes | | | x | x | x |
| 21-T10-078 | BRT Modernization SamTrans El Camino Real | This program includes funding to implement BRT improvements to existing bus service along El Camino Real from Daly City BART to Palo Alto Caltrain Station. Improvements include frequency upgrades (15 min peak headways), dedicated lanes (45% of route), transit priority infrastructure and transit signal priority. | Yes | | | | x | x |
| 21-T10-079 | BRT Modernization SFMTA Geary Blvd | This program includes funding to implement BRT improvements to existing bus service along Geary Blvd from Market St to 34th Ave. Improvements include frequency (5.5 min peak headways), dedicated lanes, transit signal priority and peak express service. | Yes | | | x | x | x |
| 21-T10-080 | BRT Modernization SFMTA Geneva Ave/Harney Way | This program includes funding to implement BRT improvements to existing bus service along Geneva Ave/Harney Way. Improvements include dedicated lanes, transit signal priority, high-quality stations and transit priority infrastructure. | Yes | | | | x | x |
| 21-T10-081 | BRT Modernization SFMTA Van Ness Ave | This program includes funding to implement BRT improvements to existing bus service along Van Ness Ave from Mission St to Union St. Improvements include dedicated lanes, transit signal priority, high-quality stations and transit priority infrastructure. | Yes | | | x | x | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|---|---|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T10-082 | Light Rail Service Expansion SFMTA Historic Streetcar | This program includes funding to extend Muni's existing E-line or F-line service from Fisherman's Wharf to Fort Mason through the historic railway tunnel between Van Ness Ave and the Fort Mason Center. Improvements include two new stations. | Yes | | | x | x | x |
| 21-T10-083 | Light Rail Service Expansion SFMTA Chinatown ("Central Subway") | This program includes funding to extend Muni's existing T-line to Chinatown through the Central Subway. Improvements include light rail shuttles between Chinatown and Mission Bay (via the Mission Bay Loop) during peak periods and frequency upgrades (7 min peak headways, 4-5 mins with shuttle). | Yes | | x | x | x | x |
| 21-T10-084 | Light Rail Service Frequency Boost SFMTA Muni Forward | This program includes funding to implement improvements to Muni's existing N-line and E-line service. Improvements include Muni Forward transit priority infrastructure and frequency upgrades (N-line 4 min peak headways, and E-line 12 min peak headways). | Yes | | | | x | x |
| 21-T10-085 | Light Rail Grade Separations & Modernization VTA Downtown San Jose | This program includes funding to implement improvements to VTA's existing light rail service in Downtown San Jose. Improvements include grade separation to create a subway between Diridon Station and Civic Center Station and frequency upgrades (7.5 min peak headways). | Yes | | | | | x |
| 21-T10-086 | Light Rail Grade Separations & Modernization VTA North San Jose | This program includes funding to implement improvements to VTA's existing light rail service. Improvements include grade separations between Civic Center Station and Baypointe and frequency upgrades (7.5 min peak headways). | Yes | | | | | x |
| 21-T10-087 | Light Rail Service Expansion VTA Eastridge | This program includes funding to extend VTA's existing Orange Line service from Alum Rock Station to the Eastridge Transit Center. Improvements include two new stations and elevated structures. | Yes | | x | x | x | x |
| 21-T10-088 | Light Rail Service Expansion VTA Stevens Creek Blvd | This program includes funding to implement new LRT service along Stevens Creek Blvd between De Anza College and Baypointe. Improvements include eight new stations, three-car trains and frequency upgrades (10 min peak headways). | Yes | | | | | x |
| 21-T10-089 | Light Rail Service Expansion VTA Vasona | This program includes funding to extend VTA's existing Green Line service from Winchester Station to Vasona Junction. Improvements include two new stations, one infill station and three-car trains. | Yes | | | | x | x |
| 21-T10-090 | Automated People Mover Service Expansion VTA Mineta San Jose International Airport Connector Automated People Mover | This program includes funding to implement a new automated people mover service between San Jose International Airport and Diridon Station (5 min all-day headways). | Yes | | | | x | x |
| 21-T10-091 | Congestion Pricing Downtown San Francisco | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering downtown San Francisco. Improvements include street improvements to support transit operations and cycling and pedestrian safety; frequency improvements on various Muni/SamTrans routes; transit signal priority; and dedicated bus lanes. | Yes | | x | x | x | x |
| 21-T10-092 | Congestion Pricing Treasure Island | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering Treasure Island. Improvements include Muni bus frequency upgrades; free shuttles; a new ferry terminal; new ferry service between Treasure Island and the San Francisco Ferry Building; and new AC Transit express bus service to Oakland. | Yes | | | | x | x |
| 21-T10-093 | Other Investments to Enhance Local Transit Frequency, Capacity & Reliability Regional | This program includes funding to implement other programmatic investments to enhance local transit frequency, capacity and reliability. This program generally implements county, transit agency, and other local programs and initiatives to make bus and light rail travel faster and more reliable. Improvements include fleet and facilities expansions; transit corridor improvements; and transit station improvements. | Yes | Brentwood Intermodal Transit Center (CC); SR-29/Imola Park and Ride, Transit Signal Priority (NAP); Fairgrounds Dr Park and Ride (SOL) | x | x | x | x |
| | | | | Oakley Park and Ride (CC) | | x | x | x |
| | | | | Park and Rides (NAP) | | | x | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|---|---|--|--|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T11-094 | Ferry Service Frequency Boost GGBHTD Larkspur-San Francisco | This program includes funding to implement new ferry service between Larkspur and San Francisco Mission Bay (80 min peak headways); and improvements to existing ferry service between Larkspur and San Francisco, including frequency upgrades (20-25 min peak headways). | Yes | | x | x | x | x |
| 21-T11-095 | Ferry Service Frequency Boost WETA | This program includes funding to implement improvements to existing ferry service between the San Francisco Ferry Building and Alameda/Oakland, Harbor Bay, Vallejo, Richmond and South San Francisco, including frequency upgrades (15-30 min peak headways). | Yes | Alameda/Oakland and Harbor Bay (ALA); Vallejo (SOL); South San Francisco (SM) Richmond (CC) | x | x | x | x |
| 21-T11-096 | Ferry Service Expansion WETA Berkeley-San Francisco | This program includes funding to implement new ferry service between San Francisco and Berkeley, including a new terminal in Berkeley (30 min peak headways). | Yes | | | x | x | x |
| 21-T11-097 | Ferry Service Expansion WETA San Francisco Ferry Building-Mission Bay | This program includes funding to implement new ferry service between the San Francisco Ferry Building and Mission Bay, including a new terminal in Mission Bay (20 min peak headways). | Yes | | x | x | x | x |
| 21-T11-098 | Ferry Service Expansion WETA Redwood City-San Francisco-Oakland | This program includes funding to implement new ferry service between Oakland, San Francisco and Redwood City, including a new terminal in Redwood City (30 min peak headways). | Yes | | x | x | x | x |
| 21-T11-099 | Ferry Service Expansion Private Service Antioch-Martinez-Hercules-San Francisco | This program includes funding to implement new privately operated ferry service between San Francisco and Antioch, Martinez and Hercules, including new ferry terminals (2-5 peak trips per day). | Yes | | | x | x | x |
| 21-T11-100 | Hovercraft Service Pilot Private Service Foster City-San Francisco | This program includes funding to implement new hovercraft service, as a pilot, between Foster City and San Francisco, including two basic hoverports (30 min peak headways). | Yes | | x | x | x | x |
| 21-T11-101 | Rail Modernization & Electrification Caltrain/High Speed Rail San Francisco to San Jose | This program includes funding to implement improvements to the Caltrain/High-Speed Rail Corridor. Improvements include corridor electrification between San Francisco and Tamien station in San Jose and frequency upgrades (6 trains per hour per direction in peak). | Yes | | x | x | x | x |
| 21-T11-102 | Rail Modernization & Electrification Caltrain/High Speed Rail San Jose to Pacheco Pass | This program includes funding to implement improvements to the Caltrain/High-Speed Rail Corridor. Improvements include corridor electrification south of Tamien station in San Jose and grade separations from San Jose through the Pacheco Pass. | Yes | | | | x | x |
| 21-T11-103 | Rail Grade Separations & Modernization Caltrain/High Speed Rail | This program includes funding to implement improvements to the Caltrain/High-Speed Rail Corridor. Improvements include grade separations funded by Santa Clara County's Measure B and San Mateo County's Measure A, as well as future grade separations to enable High-Speed Rail service within the Bay Area's urban core. | Yes | | | | x | x |
| 21-T11-104 | Rail New Station BART Irvington Station | This program includes funding to implement a new BART rail station at Irvington in Fremont, including a park-and-ride facility and complementary route changes to existing AC Transit bus service. | Yes | | | x | x | x |
| 21-T11-105 | Rail Service Frequency Boost ACE System | This program includes funding to implement improvements to existing ACE service between San Joaquin County and San Jose, including frequency upgrades (8 daily roundtrips). | Yes | 5 daily roundtrips | x | x | x | x |
| | | | | 6 daily roundtrips | | x | x | x |
| | | | | 7 daily roundtrips | | | x | x |
| | | | | 8 daily roundtrips | | | | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|------------|--|---|--|---|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T11-106 | Rail Service Frequency Boost BART System ("Core Capacity") | This program includes funding to implement improvements to existing BART service, including frequency upgrades (12 min peak headways). | Yes | | | x | x | x |
| 21-T11-107 | Rail Service Frequency Boost Caltrain System | This program includes funding to implement improvements to existing Caltrain rail service between San Francisco and San Jose, including frequency upgrades (8 trains per hour per direction in peak). | Yes | | | | x | x |
| 21-T11-108 | Group Rapid Transit Service Expansion Redwood City-Newark ("Dumbarton Rail") | This program includes funding to implement new group rapid transit service between Redwood City and Newark, including seven new stations (1 min peak headways). | Yes | | | | x | x |
| 21-T11-109 | Rail Service Expansion BART to Santa Clara ("Silicon Valley Phase II") | This program includes funding to extend BART's existing Green Line and Orange Line rail services from Berryessa to Santa Clara, including four new stations and park-and-ride facilities. | Yes | | | | x | x |
| 21-T11-110 | Rail Service Expansion Caltrain/High Speed Rail to Downtown San Francisco ("DTX") | This program includes funding to extend Caltrain rail service from 4th St/Townsend St in San Francisco to the Salesforce Transit Center in downtown San Francisco, including two new stations. | Yes | | | x | x | x |
| 21-T11-111 | Rail Service Expansion Capitol Corridor to Coast Subdivision ("South Bay Connect") | This program includes funding to implement improvements to existing Capitol Corridor rail service between Oakland and Newark/Fremont. Improvements include relocation of rail service between Oakland Coliseum and Newark from the Niles Subdivision to the Coast Subdivision and one new station. | Yes | | | x | x | x |
| 21-T11-112 | Rail Service Expansion Oakland-San Francisco ("Link21") | This program includes funding to implement Link21, providing new transbay rail service between San Francisco and Oakland, including new stations in the East Bay and San Francisco (10 trains per hour per direction in peak). | Yes | | | | x | x |
| 21-T11-113 | Rail Service Expansion SMART to Windsor | This program includes funding to extend SMART rail service from the Sonoma County Airport in Santa Rosa to Windsor. | Yes | | | x | x | x |
| 21-T11-114 | Rail Service Expansion San Joaquin County-Dublin/Pleasanton ("Valley Link") | This program includes funding to implement new rail service between San Joaquin Valley and the Dublin/Pleasanton BART station, including three new stations within Alameda County and three-car trains (12 min peak headways). | Yes | | | | x | x |
| 21-T11-115 | Other Investments to Expand & Modernize the Regional Rail Network Regional | This program includes funding to implement other programmatic investments to expand and modernize the regional rail network. This program generally implements county, transit agency and other local programs and initiatives to make rail and ferry travel faster and more reliable. Improvements include fleet and facilities expansion; track and structures; train control; traction power; and stations or terminals. | Yes | Oakley Amtrak Train Platform (CC) | x | x | x | x |
| | | | | Hercules Train Station (CC); San Rafael Transit Center (MRN) | | x | x | x |
| 21-T12-116 | Express Lanes Regional | This program includes funding to implement express lanes through HOV lane conversions on I-80 (ALA, CC), I-280 (SCL), I-680 (CC), I-880 (SCL), US-101 (SCL), SR-4 (CC), SR-84 (ALA), SR-85 (SCL), SR-87 (SCL), SR-92 (ALA); partial HOV lane conversions on I-80 (SOL), I-280 (SF), I-680 (CC), US-101 (SF); freeway lane conversions on I-80 (SOL), I-280 (SCL), I-580 (ALA), I-680 (SCL), I-880 (ALA); new lanes on I-80 (SOL), I-680 (ALA), I-880 (ALA), US-101 (SM); new dual lanes with HOV lane conversions on SR-85 (SCL); and new dual lanes on US-101 (SCL). | Yes | HOV lane conversions on US-101 (SCL), SR-85 (SCL); partial HOV lane conversions on I-80 (SOL); new dual lanes on US-101 (SCL) | x | x | x | x |
| | | | | HOV lane conversions on I-80 (ALA, CC), I-680 (CC), I-880 (SCL), SR-4 (CC), SR-87 (SCL); partial HOV lane conversions on I-280 (SF), I-680 (CC), US-101 (SF); new lanes on I-680 (ALA), US-101 (SM) | | x | x | x |
| | | | | HOV lane conversions on I-80 (ALA), I-280 (SCL), SR-84 (ALA), SR-92 (ALA); freeway lane conversions on I-80 (SOL), I-280 (SCL), I-580 (ALA), I-680 (SCL); new lanes on I-80 (SOL), I-680 (ALA); and new dual lanes with HOV lane conversions on SR-85 (SCL); new dual lanes on US-101 (SCL) | | | x | x |
| | | | | I-880 (ALA), freeway lane conversions on I-880 (ALA) | | | | x |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|-------------|---|--|--|---------------------------------------|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-T12-117 | Express Bus Service Expansion GGBHTD | This program includes funding to implement improvements to existing express bus service along US-101 and I-580, including frequency upgrades (20-40 min headways on routes 4, 18, 27, 101, 40X and 56X). | Yes | | x | x | x | x |
| 21-T12-118 | Express Bus Service Expansion NVTA | This program includes funding to implement new express bus service between Napa (Redwood Park-and-Ride) and the Vallejo Ferry Terminal. Improvements include bus-on-shoulder facilities and new rolling stock. | Yes | | | x | x | x |
| 21-T12-119 | Express Bus Service Expansion SamTrans | This program includes funding to implement new express bus service along US-101 and I-280 (on express lanes where available) from Foster City, San Mateo and Burlingame to Downtown San Francisco; from San Mateo and Palo Alto to Western San Francisco; and from San Bruno to Sunnyvale. Improvements include park-and-ride facilities, ramp improvements and bus stop improvements (20 min peak headways). | Yes | | x | x | x | x |
| 21-T12-120 | Express Bus Service Expansion AC Transit Transbay Corridor | This program includes funding to implement improvements to existing express bus service along I-80, I-580 and I-880 (on express lanes where available). Improvements include frequency upgrades (15 min peak headways on routes F, O, P, J, V and L) and planning for express bus expansion throughout the inner East Bay. | Yes | | | | | x |
| 21-T12-121 | Express Bus Service Expansion I-80 | This program includes funding to implement new express bus service along I-80 (on express lanes where available) between Vallejo and Downtown Oakland, including park-and-ride facilities (15 min peak headways). | Yes | | | x | x | x |
| 21-T12-122 | Express Bus Service Expansion I-680 | This program includes funding to implement new express bus service along I-680 (on express lanes where available) between Martinez and San Jose (20 min peak headways). Improvements include bus-on-shoulder and park-and-ride facilities. | Yes | | | x | x | x |
| 21-T12-123 | Express Bus Service Expansion SFMTA US-101 & I-280 | This program includes funding to implement improvements to existing express bus service along US-101 and I-280 (on express lanes where available), including frequency upgrades (10 min peak headways on routes 8BX and 14X). | Yes | | | x | x | x |
| 21-T12-124 | Express Bus Modernization US-101 | This program includes funding to implement improvements to existing express bus service along US-101 between Novato and San Rafael, including bus-on-shoulder facilities. | Yes | | | x | x | x |
| 21-T12-125 | Express Bus Service Expansion SolTrans | This program includes funding to implement improvements to existing regional bus service. Improvements include frequency upgrades (15 min peak headways), transit signal priority, adaptive signal timing and ramp metering. | No | | | | | |
| 21-T12-126 | Express Bus Service Expansion ReX (Basic) Blue Line (San Francisco to San Jose) | This program includes funding to implement new express bus service along US-101, SR-85 and I-280 (on express lanes where available) between San Francisco (Salesforce Transit Center) and San Jose (Diridon Station). Improvements include high-frequency service (10 min peak headways) and station area amenities like upgraded local bus stops, taxi/TNC loading zones, and improved bicycle/pedestrian infrastructure. | Yes | | x | x | x | x |
| 21-T12-127 | Express Bus Service Expansion ReX (Basic) Red Line (Oakland to Redwood City) | This program includes funding to implement new express bus service along I-580, I-238, I-880, SR-84 and US-101 (on express lanes where available) between Downtown Oakland (19th St BART Station) and Redwood City (Caltrain Station). Improvements include high-frequency service (10 min peak headways) and station area amenities like upgraded local bus stops, taxi/TNC loading zones, and improved bicycle/pedestrian infrastructure. | Yes | | | | x | x |
| 21-T12-128 | Express Bus Service Expansion ReX (Premium) Green Line (Vallejo to SFO Airport) | This program includes funding to implement new express bus service along I-80, I-280 and US-101 (on express lanes where available) between Vallejo and San Francisco International Airport. Improvements include high-frequency service (10 min peak headways); capital improvements such as in-line bus stations on freeways and arterials; and station area amenities like upgraded local bus stops, taxi/TNC loading zones, and improved bicycle/pedestrian infrastructure. | Yes | | | x | x | x |
| 21-EN01-129 | Sea Level Rise Adaptation Infrastructure SR-37 | This program includes funding to implement adaptation infrastructure along the SR-37 corridor from Novato to Vallejo. This program includes actions such as the elevation of critical infrastructure. | No | | | | | |

| RTPID | Title | Scope | Regionally-Significant Elements ¹ | Known Regionally-Significant Elements | Analysis Years ² | | | |
|-------------|--|--|--|---------------------------------------|-----------------------------|------|------|------|
| | | | | | 2025 | 2030 | 2040 | 2050 |
| 21-EN01-130 | Sea Level Rise Adaptation Infrastructure Regional | This program includes funding to implement adaptation infrastructure in locations that are forecasted to be permanently inundated with two feet of sea level rise by 2050, providing protection from king tides and storms. This program includes actions such as the elevation of critical infrastructure and implementation of ecotone levees, traditional levees, sea walls, and marsh restoration and adaptation. Examples of adapting critical transportation infrastructure include I-880 (ALA), SR-84 (ALA), I-580/US-101/SMART (MRN), BART (MUL), SR-237/VTA (SCL), and US-101 (SM). | No | | | | | |
| 21-EN08-131 | Clean Vehicle Initiatives Regional | This program includes funding to support the adoption and use of clean vehicles, which include more fuel-efficient vehicles and electric vehicles, through purchase incentives and deployment of charging and fueling infrastructure, in partnership with the Air District and the state. These investments would expand existing strategies in MTC's Climate Initiatives Program, which include a vehicle buyback & electric vehicle incentive program; a regional electric vehicle charger network; a clean vehicle feebate program; as well as new requirements for the electrification of Transportation Network Company vehicles and autonomous vehicles. | No | | | | | |
| 21-EN09-132 | Regional Transportation Demand Management Initiatives Regional | This program includes funding to support transportation demand management programs through MTC's Climate Initiatives Program, including a wide range of programs that discourage single-occupancy vehicle trips and support use of other travel modes. Programs include the Bay Area Commuter Benefits Program, vanpool programs, bikeshare and carshare services, targeted transportation alternatives programs, and a regional parking fee program. | No | | | | | |

Notes:

- (1) Regionally-significant is defined as a project which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's regional transportation network.
- (2) For this conformity analysis, the analysis years are 2025, 2030, 2040 and 2050 for the 2008 and 2015 ozone and 2006 PM2.5 standards.

Appendix J-4

List of Transportation Control Measures (TCM) Projects

TCM A: Regional Express Bus
Regional Express Bus Program
Vehicle Deployment Throughout the Bay Area¹
February 18, 2009

| Transit Operator | Vehicle Type | Serial Registration ² | Funds Obligated | Operating Agency | Route | Weekday Service Hours | Weekend Service Hours | |
|------------------|---------------|----------------------------------|-------------------|---|--|---|----------------------------|--|
| Fairfield-Suisun | Over-The-Road | 1M8PDMPA13P055949 | 11/14/2002 | Fairfield-Suisun | 40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART | 5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM | | |
| | Over-The-Road | 1M8PDMPA83P055950 | 11/14/2002 | Fairfield-Suisun | 40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART | 5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM | | |
| | Suburban | 15GCD201731111920 | 1/27/2003 | Fairfield-Suisun - Transferred from SamTrans ⁴ | 30 Fairfield to Davis/Sacramento | 6:08 AM - 7:05 PM | Sat Only 8:03 AM - 4:43 PM | |
| | Suburban | 15CGD201931111921 | 1/27/2003 | Fairfield-Suisun - Transferred from SamTrans ⁴ | 30 Fairfield to Davis/Sacramento | 6:08 AM - 7:05 PM | Sat Only 8:03 AM - 4:43 PM | |
| Golden Gate | Over-The-Road | 1M8PDMPA53P055680 | 11/8/2002 | Golden Gate | 71 Novato/San Rafael/Marin City/San Francisco | 6:35 AM - 8:27 PM | Sat Only 6:59 AM - 7:28 PM | |
| | Over-The-Road | 1M8PDMPA73P055681 | 11/8/2002 | Golden Gate | 71 Novato/San Rafael/Marin City/San Francisco | 6:35 AM - 8:27 PM | Sat Only 6:59 AM - 7:28 PM | |
| | Over-The-Road | 1M8PDMPA93P055682 | 11/8/2002 | Golden Gate | 72 Santa Rosa/Rohnert Park/Cotati/San Francisco | 3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM | | |
| | Over-The-Road | 1M8PDMPA03P055683 | 11/8/2002 | Golden Gate | 72 Santa Rosa/Rohnert Park/Cotati/San Francisco | 3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM | | |
| | Over-The-Road | 1M8PDMPA23P055684 | 11/8/2002 | Golden Gate | 75 Santa Rosa/Rohnert Park/Cotati - Petaluma /Marin Civic Center/San Rafael | 5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM | | |
| | Over-The-Road | 1M8PDMPA43P055685 | 11/8/2002 | Golden Gate | 75 Santa Rosa/Rohnert Park/Cotati - Petaluma /Marin Civic Center/San Rafael | 5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM | | |
| LAVTA | Suburban | 15GDD271521110872 | 3/25/2002 | LAVTA | 70X Pleasanton - Walnut Creek Express | 5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM | | |
| | Suburban | 15GDD271721110873 | 3/25/2002 | LAVTA | 70X Pleasanton - Walnut Creek Express | 5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM | | |
| | Suburban | 15GDD271921110874 | 3/25/2002 | LAVTA | 70X Pleasanton - Walnut Creek Express | 5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM | | |
| | Suburban | 15GDD271021110875 | 3/25/2002 | LAVTA | 70X Pleasanton - Walnut Creek Express | 5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM | | |
| NCTPA | Suburban | 15GCD201631111911 | 1/27/2003 | SamTrans Transferring to NCTPA on 2/28/09 | June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal | 5:00 AM-6:30 PM; Peak Only | | |
| | Suburban | 15GCD201831111912 | 1/27/2003 | SamTrans Transferring to NCTPA on 2/28/09 | June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal | 5:00 AM-6:30 PM; Peak Only | | |
| Tri-Delta | Over-The-Road | 1M8PDMPA63P055686 | 11/8/2002 | Tri-Delta | 300 Express Commuter Service Brentwood/Pittsburg BART | 4:15 AM - 9:07 PM | | |
| | Over-The-Road | 1M8PDMPA63P055687 | 11/8/2002 | Tri-Delta | 300 Express Commuter Service Brentwood/Pittsburg BART | 4:15 AM - 9:07 PM | | |
| | Over-The-Road | 1M8PDMPA63P055688 | 11/8/2002 | Tri-Delta | 300 Express Commuter Service Brentwood/Pittsburg BART | 4:15 AM - 9:07 PM | | |
| | Over-The-Road | 1M8PDMPA63P055689 | 11/8/2002 | Tri-Delta | 300 Express Commuter Service Brentwood/Pittsburg BART | 4:15 AM - 9:07 PM | | |
| Vallejo | Over-The-Road | 1M8PDMPA13P055627 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | Over-The-Road | 1M8PDMPA33P055628 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | Over-The-Road | 1M8PDMPA53P055629 | 11/14/2002 | Vallejo | 78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART | 5:00 AM - 8:38 PM | | |
| | Over-The-Road | 1M8PDMPA13P055630 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | Over-The-Road | 1M8PDMPA33P055631 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | Over-The-Road | 1M8PDMPA53P055632 | 11/14/2002 | Vallejo | 78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART | 5:00 AM - 8:38 PM | | |
| | Over-The-Road | 1M8PDMPA73P055633 | 11/14/2002 | Vallejo | 78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART | 5:00 AM - 8:38 PM | | |
| | Over-The-Road | 1M8PDMPA93P055634 | 11/14/2002 | Vallejo | 78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART | 5:00 AM - 8:38 PM | | |
| | Over-The-Road | 1M8PDMPA03P055635 | 11/14/2002 | Vallejo | 78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART | 5:00 AM - 8:38 PM | | |
| | Over-The-Road | 1M8PDMPA23P055636 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | Over-The-Road | 1M8PDMPA43P055637 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | Over-The-Road | 1M8PDMPA83P055639 | 11/14/2002 | Leased to Fairfield-Suisun ⁵ | 90 Fairfield/EI Cerrito Del Norte BART | 4:55 AM - 10:35 PM | | |
| | WestCat | Suburban | 15GCD211121111974 | 3/7/2002 | WestCat | 30Z Hercules Transit Center/Martinez/BART | 5:59 AM - 8:03 PM | |
| | | Suburban | 15GCD211521111975 | 3/7/2002 | WestCat | 30Z Hercules Transit Center/Martinez/BART | 5:59 AM - 8:03 PM | |
| Suburban | | 15GCD211121111976 | 3/7/2002 | WestCat | 30Z Hercules Transit Center/Martinez/BART | 5:59 AM - 8:03 PM | | |
| Suburban | | 15GCD201X31111913 | 1/27/2003 | WestCat - Transferred from SamTrans ⁴ | LYNX Rodeo/Hercules/San Francisco Transbay Terminal | 5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM | | |
| Suburban | | 15GCD201131111914 | 1/27/2003 | WestCat - Transferred from SamTrans ⁴ | LYNX Rodeo/Hercules/San Francisco Transbay Terminal | 5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM | | |
| Suburban | | 15GCD201331111915 | 1/27/2003 | SamTrans ⁴ | LYNX Rodeo/Hercules/San Francisco Transbay Terminal | 5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM | | |
| Suburban | | 15GCD201331111915 | 1/27/2003 | SamTrans ⁴ | LYNX Rodeo/Hercules/San Francisco Transbay Terminal | 5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM | | |

1. Please note: MTC does not currently have information compiled on cumulative operating hours for all of the TCRP buses. For projects where the buses have been assigned to routes receiving operating funds that are tied to required performance measures, MTC has data compiled on the annual performance of those routes.
2. Each vehicle may be deployed on any of the approved routes listed for each operator.
3. Vehicles are deployed as needed for various routes on weekdays and weekends. All transbay service does not operate on weekends, but all vehicles may be deployed on weekend transbay service.
4. SamTrans REX service was discontinued in 2007 due to low ridership; all 11 TCRP vehicles purchased for the REX service were reallocated to AC Transit, Fairfield-Suisun Transit, WestCat, and NCTPA.
5. Route 90 service was transferred from Vallejo to Fairfield-Suisun Transit in 2006.

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|---------------------|--|------------|
| FY 2003-04 | Alameda County | ADA Compliant Accessible Ramps | \$ 105,767 |
| FY 2003-04 | Alameda County | Tesla Road Bicycle Lanes | \$ 51,000 |
| FY 2003-04 | City of Albany | Manor Way Pedestrian Improvements | \$ 22,706 |
| FY 2003-04 | City of Berkeley | Bicycle Safety Education | \$ 30,000 |
| FY 2003-04 | City of Berkeley | Prepare plan for implementing future | \$ 31,033 |
| FY 2003-04 | City of Fremont | Bike Detectors, Bike Logo on Pavement, | \$ 128,989 |
| FY 2003-04 | City of Hayward | Installation of Wheelchair Ramps | \$ 84,198 |
| FY 2003-04 | City of Livermore | Complete Portion of S. Livermore Valley | \$ 97,301 |
| FY 2003-04 | City of Newark | Silliman Activity Center Pedestrian/ | \$ 59,158 |
| FY 2003-04 | City of Oakland | Bancroft Ave. Bike Lanes (96th - Durant) | \$ 96,000 |
| FY 2003-04 | City of Oakland | Citywide Ped. Curb Ramp Program - | \$ 295,266 |
| FY 2003-04 | City of Oakland | Lake Merritt 12th St. Dam Ped/Bike | \$ 116,000 |
| FY 2003-04 | City of Oakland | Pedestrian Bulb Outs-Highland & | \$ 100,000 |
| FY 2003-04 | City of Oakland | Walk/Bike Calif. Conf. - Alameda Co. | \$ 30,000 |
| FY 2003-04 | City of Oakland | West City of Oakland Bay Trail | \$ 289,000 |
| FY 2003-04 | City of Piedmont | Sidewalk Extension and Curb Cuts | \$ 6,506 |
| FY 2003-04 | City of Pleasanton | ADA Compliant Wheelchair Accessible | \$ 38,627 |
| FY 2003-04 | City of San Leandro | Install New Curb Cuts & Upgrade | \$ 40,000 |
| FY 2003-04 | City of Brentwood | Installation of Wheelchair Ramps | \$ 30,000 |
| FY 2003-04 | City of Concord | Iron Horse Trail Rte 242 Undercrossing | \$ 36,000 |
| FY 2003-04 | City of Concord | Wren Avenue Ped. Improvements | \$ 45,000 |
| FY 2003-04 | Contra Costa County | Bicycle/Pedestrian Safety Education | \$ 21,500 |
| FY 2003-04 | Contra Costa County | Olympic Blvd. Ped. Path Phase II | \$ 115,000 |
| FY 2003-04 | City of Lafayette | Hough Avenue Sidewalk | \$ 37,000 |
| FY 2003-04 | City of Moraga | Rheem Blvd./Moraga Rd. Intersection | \$ 66,100 |
| FY 2003-04 | City of Pittsburg | Polaris Drive Bike Facility | \$ 77,500 |
| FY 2003-04 | City of San Ramon | Dougherty Road Sidewalk | \$ 25,000 |
| FY 2003-04 | Marin County | Bicycle/Pedestrian Bridge | \$ 140,000 |
| FY 2003-04 | Mill Valley | Signage Project | \$ 7,200 |
| FY 2003-04 | City of Novato | Commuter Bikeway Connection | \$ 402,286 |
| FY 2003-04 | City of Novato | Hill Road Path Connection | \$ 60,000 |
| FY 2003-04 | City of San Anselmo | Purchase & Install Bicycle Racks | \$ 15,000 |
| FY 2003-04 | Napa County | Yountville Cross Rd. Bike Lane | \$ 150,000 |
| FY 2003-04 | Yountville | Yountville Cross Rd. Bike Lane | \$ 47,000 |
| FY 2003-04 | City of Campbell | Westmont Ave. Improvement Project | \$ 43,192 |
| FY 2003-04 | City of Los Altos | Fremont Ave. Sidewalk Phase III | \$ 15,781 |
| FY 2003-04 | Los Altos Hills | Paseo Del Roble Pedestrian Bridge | \$ 9,554 |
| FY 2003-04 | City of Milpitas | Calaveras Blvd. Sidewalk & Bike Path | \$ 36,895 |
| FY 2003-04 | Mountain View | Access Ramp Installation | \$ 24,905 |
| FY 2003-04 | Mountain View | Audible Ped. Signal Installations | \$ 16,500 |
| FY 2003-04 | Mountain View | Bicycle Path Construction | \$ 13,113 |
| FY 2003-04 | Palo Alto | Baffle Replacements: Calif. Ave. | \$ 15,993 |
| FY 2003-04 | Palo Alto | Homer Ave. Ped. Bicycle Undercrossing | \$ 293,000 |
| FY 2003-04 | Palo Alto | Ped. Walkway Lighted Warning System | \$ 20,000 |
| FY 2003-04 | City of San Jose | ADA Wheel Chair Curb & Ramp Install. | \$ 100,000 |
| FY 2003-04 | City of San Jose | Certified TDA Fiscal Audit | \$ 9,000 |
| FY 2003-04 | City of San Jose | Murdock Park Bridge over San Tomas | \$ 100,000 |
| FY 2003-04 | City of San Jose | Ped & Bike Facility Signing & Striping | \$ 100,000 |
| FY 2003-04 | City of San Jose | Ped & Bike Safety Education | \$ 50,000 |
| FY 2003-04 | City of San Jose | Pedro Street Sidewalk Improvement | \$ 124,434 |
| FY 2003-04 | City of San Jose | Street Sidewalk Improvement | \$ 147,435 |
| FY 2003-04 | City of Santa Clara | Certified TDA Fiscal Audit | \$ 5,000 |
| FY 2003-04 | City of Santa Clara | Install Bike & Ped. Improvements | \$ 61,815 |
| FY 2003-04 | City of Santa Clara | Update City's Existing Bike Plan & | \$ 3,900 |
| FY 2003-04 | Santa Clara County | Bike Detector @ various Intersections | \$ 58,118 |

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|-------------------------------|--|------------|
| FY 2003-04 | Santa Clara County | Path along McKee Rd. bet Staples Ave. | \$ 50,000 |
| FY 2003-04 | City of Saratoga | Saratoga Avenue Walkway Project | \$ 17,254 |
| FY 2003-04 | City of Sunnyvale | Calabazas Creek Trail | \$ 50,152 |
| FY 2003-04 | San Francisco City and County | Bicycle Projects | \$ 404,000 |
| FY 2003-04 | San Francisco City and County | Pedestrian Projects | \$ 300,000 |
| FY 2003-04 | City of Half Moon Bay | Construct Rt. 92 Bicycle Lanes and | \$ 485,146 |
| FY 2003-04 | City of Pacifica | Milagra Drive Overcrossing at State | \$ 240,000 |
| FY 2003-04 | City of San Bruno | Crystal Springs Rd. Traffic Signal | \$ 20,000 |
| FY 2003-04 | City of San Mateo | Bikeway Detection Units | \$ 30,000 |
| FY 2003-04 | City of San Mateo | Regional Bayfront Trail Upgrade | \$ 150,000 |
| FY 2003-04 | South San Francisco | Construct San Francisco Bay Trail | \$ 100,000 |
| FY 2003-04 | South San Francisco | Orange Avenue Intersection Improve. | \$ 100,000 |
| FY 2003-04 | City of Benicia | Park Road Bike/Ped Improvements | \$ 160,000 |
| FY 2003-04 | Solano County | Dixon to Davis Bike Route | \$ 125,000 |
| FY 2003-04 | City of Suisun City | Central County Bikeway | \$ 25,000 |
| FY 2003-04 | City of Healdsburg | Foss Creek Northwestern Pacific Multi- | \$ 99,695 |
| FY 2003-04 | City of Petaluma | Washington Creek Multi-Use Path | \$ 175,000 |
| FY 2003-04 | City of Santa Rosa | Sonoma Ave. Bike Lanes Phase II | \$ 50,000 |
| FY 2003-04 | Sonoma County | Old Redwood Highway Class II Bike Lanes | \$ 350,000 |
| FY 2004-05 | Alameda County | Conduct a planning study & develop | \$ 38,000 |
| FY 2004-05 | Alameda County | Conduct bicycle plan study | \$ 59,650 |
| FY 2004-05 | Alameda County | Sign & stripe 0.6 miles of 6-foot wide | \$ 100,000 |
| FY 2004-05 | City of Berkeley | Contract with a qualified consultant | \$ 34,281 |
| FY 2004-05 | City of Berkeley | Educate children about bicycle safety | \$ 30,000 |
| FY 2004-05 | City of Fremont | Stripe bike lanes, modify bike lane | \$ 121,168 |
| FY 2004-05 | City of Hayward | Design & construct ADA wheel chair | \$ 88,925 |
| FY 2004-05 | City of Newark | Design & construct ADA wheel chair | \$ 27,009 |
| FY 2004-05 | City of Piedmont | Design & construct ADA wheel chair | \$ 6,852 |
| FY 2004-05 | City of Pleasanton | Preserve Golf Course | \$ 75,000 |
| FY 2004-05 | City of San Leandro | Install curb ramps, accessible ped. | \$ 41,438 |
| FY 2004-05 | City of San Leandro | Install curb ramps, accessible ped. | \$ 50,024 |
| FY 2004-05 | City of San Leandro | Install curb ramps, accessible ped. | \$ 8,000 |
| FY 2004-05 | City of Antioch | Improve curbs, ramps, crosswalk, signs | \$ 80,000 |
| FY 2004-05 | City of Brentwood | Install lighted crosswalk and flashing lights | \$ 31,500 |
| FY 2004-05 | City of Concord | Construct 500 ft of 4-to 6-foot wide bike/ped path | \$ 45,000 |
| FY 2004-05 | City of El Cerrito | Conduct a planning study for bicycle/ped needs | \$ 26,500 |
| FY 2004-05 | City of Lafayette | Construct 125 feet of 5-foot wide | \$ 10,000 |
| FY 2004-05 | City of Martinez | Replace the two existing unsafe bridges | \$ 90,000 |
| FY 2004-05 | City of Orinda | Develop a Lamorinda Trail Map & install | \$ 28,500 |
| FY 2004-05 | City of Pittsburg | Construct Class II and Class III | \$ 51,000 |
| FY 2004-05 | City of Pittsburg | Sign & stripe 3600 feet of 13-foot wide | \$ 52,000 |
| FY 2004-05 | City of San Pablo | Install bike/ped friendly lighting | \$ 45,100 |
| FY 2004-05 | City of Walnut Creek | Construct 2040 feet of asphalt walkway | \$ 95,000 |
| FY 2004-05 | Contra Costa County | Construct 344 feet of 4.5-foot wide bike/ped path | \$ 201,000 |
| FY 2004-05 | Contra Costa County | Construct 402 feet of 5-foot wide bike/ped path | \$ 158,928 |
| FY 2004-05 | Contra Costa County | Provide bicycle & pedestrian safety | \$ 20,000 |
| FY 2004-05 | City of San Rafael | Construct 6' wide sidewalk & stripe | \$ 207,710 |
| FY 2004-05 | City of Sausalito | Construct 6' wide sidewalk & stripe | \$ 186,290 |
| FY 2004-05 | City of Calistoga | Construct 1.0 miles of Class I bike-ped path | \$ 270,881 |
| FY 2004-05 | City of Napa | Construct 2.0 miles of Class I bikeway | \$ 149,727 |
| FY 2004-05 | City of Campbell | Construct Class II bike lockers at J.D. | \$ 24,308 |
| FY 2004-05 | City of Campbell | Widen & regrade bicycle/Pedestrian | \$ 515,600 |
| FY 2004-05 | City of Cupertino | Construct 1030' bike path | \$ 107,622 |
| FY 2004-05 | City of Gilroy | Complete 881' of Uvas Creek Class I | \$ 50,000 |
| FY 2004-05 | City of Gilroy | Refurbish & replace bikeway signs, etc | \$ 10,611 |

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|---------------------------------------|--|------------|
| FY 2004-05 | City of Gilroy | Rehabilitate, resurface & stripe 2.5 mile path | \$ 60,666 |
| FY 2004-05 | City of Los Altos | Construct approx. 300' of concrete bike path | \$ 27,354 |
| FY 2004-05 | City of Los Altos | Replace approx. 2,800 lineal feet of bike path | \$ 17,580 |
| FY 2004-05 | City of Los Gatos | Design & construct solution to restore path | \$ 35,000 |
| FY 2004-05 | City of Morgan Hill | Install bicycle sensitive detector | \$ 36,000 |
| FY 2004-05 | City of Mountain View | Install countdown pedestrian signals | \$ 30,000 |
| FY 2004-05 | City of Mountain View | Install curb access ramps at Showers | \$ 2,381 |
| FY 2004-05 | City of Mountain View | Install curb access ramps at various | \$ 15,696 |
| FY 2004-05 | City of Mountain View | Purchase & install 14 bicycle lockers | \$ 14,506 |
| FY 2004-05 | City of Palo Alto | Construct raised pavement pedestrian path | \$ 50,000 |
| FY 2004-05 | City of San Jose | Construct 0.66 miles of Class I paved path | \$ 712,131 |
| FY 2004-05 | City of San Jose | Design & construct ADA wheel chair improvement | \$ 176,068 |
| FY 2004-05 | City of San Jose | Design & construct sidewalk for school | \$ 36,000 |
| FY 2004-05 | City of San Jose | Design & install 12' wide asphalt path | \$ 136,821 |
| FY 2004-05 | City of San Jose | Install median island ped. Refuge | \$ 185,000 |
| FY 2004-05 | City of San Jose | Install sidewalk, ADA curb ramps | \$ 90,000 |
| FY 2004-05 | City of San Jose | Provide bicycle & pedestrian safety | \$ 50,000 |
| FY 2004-05 | City of San Jose | Stripe crosswalks, paint pavements | \$ 100,000 |
| FY 2004-05 | City of Santa Clara | Perform an annual transportation | \$ 5,000 |
| FY 2004-05 | City of Santa Clara | Stripe crosswalks & paint pavements | \$ 62,148 |
| FY 2004-05 | City of Saratoga | Install continuous curb & gutter | \$ 19,357 |
| FY 2004-05 | City of Sunnyvale | Provide gates, signs, fencing and ramps | \$ 27,550 |
| FY 2004-05 | Santa Clara County | Construct a 3,300' by 5' walkway | \$ 63,403 |
| FY 2004-05 | Santa Clara County | Sign & restripe 8" stripe on shoulders | \$ 121,105 |
| FY 2004-05 | SF City/County | Bicycle safety brochures, maps, public education | \$ 31,500 |
| FY 2004-05 | SF City/County | Prelim. engineering (plan & design) of bike path | \$ 200,000 |
| FY 2004-05 | SF City/County | Purchase & install bicycle racks | \$ 95,000 |
| FY 2004-05 | SF City/County | Repair public sidewalks at various locations | \$ 115,000 |
| FY 2004-05 | SF City/County | Stripe & sign Class II bike lanes | \$ 188,500 |
| FY 2004-05 | City of Benicia | Final design plans, specs & estimate | \$ 124,573 |
| FY 2004-05 | City of Suisun City | Constr. 10' wide concrete bike path | \$ 86,000 |
| FY 2004-05 | City of Vacaville, Transit | Construct 3400 feet of Class I bike/Ped path | \$ 148,738 |
| FY 2004-05 | Solano Transportation Authority (STA) | Build bridge adjacent to existing path | \$ 76,000 |
| FY 2004-05 | City of Petaluma | Construction of pedestrian & bicycle path | \$ 54,876 |
| FY 2004-05 | City of Rohnert Park | Install 80' long bicycle & pedestrian path | \$ 160,000 |
| FY 2004-05 | City of Santa Rosa | Install directional signage & ADA signs | \$ 18,900 |
| FY 2004-05 | County of Sonoma | Construct 1.5 miles of Class I Bikeway | \$ 160,000 |
| FY 2004-05 | County of Sonoma | Conduct bicycle safety education workshop | \$ 10,000 |
| FY 2004-05 | County of Sonoma | Install 27 "Share Road" bicycle sign | \$ 15,000 |
| FY 2004-05 | County of Sonoma | Purchase 37 front loading bicycle | \$ 5,000 |
| FY 2005-06 | San Carlos | Class II bike lanes on Alameda de Las Pulgas and on Brittan Avenue; Class III bike lanes on Old County Road | \$ 20,000 |
| FY 2005-06 | San Mateo | Design of a pedestrian and bicycle bridge in the vicinity of the Hillsdale interchange of highway U.S. 101 | \$ 100,000 |
| FY 2005-06 | South San Francisco | Bicycle and pedestrian crosswalk and signals at intersection of Spruce Ave. and South San Francisco Linear Park | \$ 150,000 |
| FY 2005-06 | Half Moon Bay | Construct 6600 foot Class I trail in the right of way of Highway 1 between Highway 92 and Higgins Purisima Rd. | \$ 220,000 |
| FY 2005-06 | Brisbane | Install 45 feet by 8 feet asphalt cement path adjacent to Shoreline Court; sign and restripe existing Class II bikeway | \$ 25,739 |

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|---------------------|---|------------|
| FY 2005-06 | South San Francisco | Construct 363 feet by 12 feet asphalt bicycle and pedestrian trail near the Oyster Point Marina | \$ 36,000 |
| FY 2005-06 | San Bruno | Construct a Class II bike lane in both directions of Sneath Lane from El Camino Real to Skyline Boulevard | \$ 60,000 |
| FY 2005-06 | Daly City | Install bike lanes on Callan Blvd from King Dr to Serramonte Blvd and along Serramonte Boulevard | \$ 82,000 |
| FY 2005-06 | Burlingame | Install bike lane directional signs at 52 locations along north-south bicycle routes throughout the city | \$ 17,400 |
| FY 2005-06 | Burlingame | Install an in-pavement lighted crosswalk system across Carolan Avenue at Morrell Avenue, including new push buttons | \$ 30,000 |
| FY 2005-06 | Menlo Park | Install video detection for bikes at 3 intersections: Willow at Middlefield, Marsh at Bohannon, Marsh at Bay | \$ 44,000 |
| FY 2005-06 | San Mateo | Install bridge railing fencing on the north side of the Nineteenth Avenue Bridge over highway U.S. 101 | \$ 50,000 |
| FY 2005-06 | Menlo Park | Create bicycle lanes on Bay Road between Berkeley Avenue and Willow Road, plus signage | \$ 13,600 |
| FY 2005-06 | San Mateo | Install bike detection loops at: 3rd + Claremont, 3rd + Delaware, 4th + Claremont, 4th + Delaware | \$ 40,000 |
| FY 2005-06 | Daly City | Install in-pavement lights and warning signs: Park Plaza Dr. north of Belmar, and Mission St. at Evergreen Ave. | \$ 120,000 |
| FY 2005-06 | San Mateo | Install pedestrian countdown signal heads at 27 existing signalized intersections throughout the city | \$ 50,000 |
| FY 2005-06 | Daly City | Install pedestrian countdown signal heads at 15 signalized intersections; and audible warnings at 11 of them | \$ 20,000 |
| FY 2005-06 | Burlingame | Install pedestrian countdown signal heads with audible pedestrian warnings at 8 signalized intersections | \$ 30,900 |
| FY 2005-06 | Menlo Park | Create bicycle lanes on Middlefield Road between Willow Road and San Francisquito Creek | \$ 2,400 |
| FY 2005-06 | San Mateo | Install in-pavement lighted crosswalks: 5th Ave. at Central Park; Bovet Rd. betw. Borel Ave. and El Camino Real | \$ 110,000 |
| FY 2005-06 | South San Francisco | Install pedestrian countdown signal heads at 12 existing signalized intersections throughout the city | \$ 22,000 |
| FY 2005-06 | County of San Mateo | Bike detection loops, countdown signal heads with audible warnings, upgrade pedestrian signal actuators | \$ 80,509 |
| FY 2005-06 | Sebastopol | Construct .5 mile Class I trail between Joe Rodota trail and Sebastopol Avenue and Morris Street intersection | \$ 51,356 |
| FY 2005-06 | Santa Rosa | Construct connector ramp between Joe Rodota trail and Pierson Reach of Prince Memorial Greenway trail | \$ 350,000 |
| FY 2005-06 | Windsor | Construct a 950 foot Class I trail within Keiser Park, including bridge crossing a tributary of Starr Creek | \$ 112,000 |

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|--------------------------------------|---|---------------|
| FY 2005-06 | Contra Costa County, Health Services | Provide bicycle and pedestrian safety education to low-income county residents, particularly children | \$ 20,000 |
| FY 2005-06 | Concord | Constr't 500 foot Class I trail adjacent to Galindo Crk. + Ygnacio Valley Rd betw. Alberta Way + Pebble Glen Dr | \$ 60,000 |
| FY 2005-06 | Lafayette | 1030 feet x 5 feet sidewalk Sweet Dr. betw Walnut + Woodview; Woodview Dr. betw. St Mary's + Sweet Drive | \$ 110,000 |
| FY 2005-06 | Antioch | Construct curb ramps and sidewalks at Hillcrest Avenue, Somersville Road, "G" Street, and Dallas Ranch Road | \$ 110,000 |
| FY 2005-06 | Brentwood | Install pedestrian countdown signal heads + large diameter pedestrian push buttons at 12 signalized intersections | \$ 66,000 |
| FY 2005-06 | Contra Costa County, Public Works | Construct 240 feet x 5 feet sidewalk and curb ramps on Camino Tassajara and on Hansen Lane | \$ 20,000 |
| FY 2005-06 | Orinda | Replace 12 existing non-compliant curb ramps in downtown Orinda with ADA compliant ramps | \$ 45,000 |
| FY 2005-06 | San Pablo | Install in-pavement lighted crosswalks: Market Avenue at 21st St.; 23rd St. at Wilcox Ave.; 23rd St. at Stanford Ave. | \$ 180,000 |
| FY 2005-06 | Brentwood | Restripe Minnesota Ave. bike lane; install lighted crosswalk; construct 1300 feet of sidewalk, curb and gutter | \$ 31,000 |
| FY 2005-06 | San Francisco | Public sidewalk repair and reconstruction | \$ 180,000 |
| FY 2005-06 | San Francisco | Preliminary engineering of curb ramps | \$ 270,000 |
| FY 2005-06 | San Francisco | Safety brochures, maps, public outreach concerning bicycle pavement arrows, hotline, and bicycle safety advertising | \$ 45,000 |
| FY 2005-06 | San Francisco | Purchase and install bicycle racks at various locations in San Francisco as requested by the public | \$ 100,000 |
| FY 2005-06 | San Francisco | Stripe and sign bike lanes: Conservatory Drive East, San Jose Avenue ramps, Townsend Street, and elsewhere | \$ 305,000 |
| FY 2005-06 | Berkeley | Bicycle & Pedestrian Injury Prevention Program | \$ 30,000 |
| FY 2005-06 | Berkeley | Ninth Street Bicycle Boulevard extension (Project from FY01/02) | \$ 135,000 |
| FY 2005-06 | Oakland | ADA Compliant Wheelchair Accessible Ramps (Project Completed FY01/02) | \$ 294,548 |
| FY 2005-06 | Oakland | Laurel Pedestrian Project, Phase I (Project Completed FY01/02) | \$ 200,000 |
| FY 2005-06 | Oakland | MacArthur Blvd. Bicycle Lane Design (Project Completed FY01/02) | \$ 55,000 |
| FY 2005-06 | Oakland | Grand Avenue Transit and Pedestrian Improvements (Project from FY 04/05) | \$ 245,847 |
| FY 2005-06 | Oakland | ADA Compliant Wheelchair Accessible Ramps Program | \$ 121,144 |
| FY 2005-06 | Oakland | Market Street Bikeway | \$ 165,000 |
| FY 2005-06 | Oakland | Bancroft Bikeway Gap Closures | \$ 25,000 |
| FY 2005-06 | Piedmont | ADA Wheelchair Accessible Ramps and Pedestrian enhancements at Rose/Arroyo & Grand Ave | \$ 8,353 |
| FY 2005-06 | Hayward | ADA Wheelchair Accessible Ramps | \$ 109,309 |

TCM B: Bicycle/Pedestrian Program
TDARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|--|--|------------|
| FY 2005-06 | San Leandro | Pedestrian Accessibility Improvements & Sidewalk Gap Closures | \$ 74,177 |
| FY 2005-06 | Fremont | Citywide ADA Compliant Wheelchair Accessible Ramps | \$ 158,067 |
| FY 2005-06 | Newark | History Center Complex Sidewalks and ADA Wheelchair Accessible Ramps | \$ 33,072 |
| FY 2005-06 | Union City | San Francisco Bay Trail Specific Plan (Project Completed FY01/02) | \$ 63,585 |
| FY 2005-06 | Dublin | Bicycle Master Plan | \$ 45,144 |
| FY 2005-06 | Livermore | Chestnut and N. P Street Bicycle Lanes | \$ 113,044 |
| FY 2005-06 | Alameda Co. Congestion Management Agency | Alameda Countywide Bicycle Master Plan | \$ 20,000 |
| FY 2005-06 | County of Alameda | Pedestrian Safety Improvements in the vicinity of Schools | \$ 75,775 |
| FY 2005-06 | County of Alameda | Pedestrian Safety Improvement Projects - Sidewalk Improvements | \$ 75,600 |
| FY 2005-06 | County of Alameda | Restriping Bicycle Lanes Along Various Roadways | \$ 30,000 |
| FY 2005-06 | Benicia | Stripe and sign bike lanes: Military East between East 5th Street and Park Road | \$ 25,000 |
| FY 2005-06 | Fairfield | Design McGary Road segment of Solano Bikeway Extension and complete extension feasibility study | \$ 100,000 |
| FY 2005-06 | Suisun City | Construct curb ramps and sidewalks at Whispering Bay Lane and Francisco Dr. | \$ 5,400 |
| FY 2005-06 | Suisun City | Replace existing non-compliant curb ramps in downtown Suisun City with ADA compliant ramps | \$ 11,856 |
| FY 2005-06 | Solano County | Reconstruct deck and railings, seismic retrofit, lighting and pathways to railroad trestle bridge over Putah Creek | \$ 180,000 |
| FY 2005-06 | Campbell | Implement bike lanes on Harriet Ave and Union Ave, Replace Los Gatos creek bridge, and widen Campbell Ave bridge | \$ 27,859 |
| FY 2005-06 | Campbell | Design and construct sidewalk and bike lanes and edge striping, curb and gutter along Westmont Avenue | \$ 39,992 |
| FY 2005-06 | Campbell | Widen Campbell Ave. bridge over Los Gatos Creek for bike lane and sidewalk; and reconstruct sidewalk under SR 17 | \$ 240,000 |
| FY 2005-06 | Cupertino | Construct pedestrian and bicycle bridge across Interstate 280 along Mary Avenue between Homestead Rd and Meteor Dr | \$ 38,361 |
| FY 2005-06 | Los Altos Hills | Replace pedestrian bridge adjacent to the Foothill College entrance road connecting to El Monte Road | \$ 11,310 |
| FY 2005-06 | Los Gatos | Replace existing College Avenue sidewalk and fencing; and repair Los Gatos Creek Trail footbridge decking | \$ 20,000 |
| FY 2005-06 | Milpitas | Install ADA pedestrian ramps with truncated dome landings along suggested routes to schools | \$ 47,112 |
| FY 2005-06 | Morgan Hill | Identify where additional bicycle and pedestrian trails can be established adjacent to creeks and streams | \$ 32,000 |
| FY 2005-06 | Mountain View | Bicycle boulevard from Mayfield Mall area to Stevens Creek Trail, including signs, markings and signal modifications | \$ 25,000 |

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|-----------------------|---|------------|
| FY 2005-06 | Mountain View | ADA Compliant Wheelchair Accessible Ramps Program | \$ 17,000 |
| FY 2005-06 | Mountain View | Produce bicycle and pedestrian education and awareness materials, and a new bike map and multilingual flyers | \$ 5,000 |
| FY 2005-06 | Mountain View | Install "bikes wrong way" signs on existing poles along California Street and adjacent streets | \$ 5,217 |
| FY 2005-06 | Palo Alto | Bicycle boulevard along Maybell Ave and Donald Dr.: signs, markings, speed tables, & median refuge islands | \$ 75,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb and gutter to improve access to Lynhaven Elementary School | \$ 90,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb and gutter to fill gap on Borina Ave. at Saratoga Ave. | \$ 70,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb and gutter to improve access on both sides of Yerba Buena Road at Thompson Creek | \$ 47,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb, gutter and ADA ramps on Carola Avenue at Clarita Avenue | \$ 110,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb, gutter, pedestrian crossing and median island to provide access to Penitencia Creek County Park | \$ 62,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb and gutter on Senter Road at Burke Street | \$ 58,000 |
| FY 2005-06 | San Jose | Install sidewalk, curb and gutter to improve access to Toyon Elementary School | \$ 45,000 |
| FY 2005-06 | San Jose | Citywide ADA Compliant Wheelchair Accessible Ramps | \$ 100,000 |
| FY 2005-06 | San Jose | Sign and stripe bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths | \$ 58,397 |
| FY 2005-06 | San Jose | Provide bicycle and pedestrian safety education to elementary school children and adults, purchase educational material | \$ 35,000 |
| FY 2005-06 | Santa Clara | Install and maintain bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths | \$ 78,180 |
| FY 2005-06 | Saratoga | Acquire right-of-way to upgrade UPRR railroad crossing in a bulb configuration to allow bicycles to cross at 90 degrees | \$ 95,000 |
| FY 2005-06 | Sunnyvale | Improve Calabazas Creek Trail with additional gates, signs, fences, ramp modifications, and a bridge across creek | \$ 182,048 |
| FY 2005-06 | County of Santa Clara | Restripe four co. expressways' shoulders with 8 inch stripes and sign to allow functioning as bicycle shoulder | \$ 50,000 |
| FY 2005-06 | Brentwood | Crosswalk and sidewalk improvements on Minnesota Avenue between Deer Creek and Sand Creek | \$ 31,000 |
| FY 2005-06 | Union City | Construct 1750 feet by 15 feet textured decorative concrete sidewalks plus 5 foot bike lanes on both sides of 11th Street | \$ 53,142 |
| FY 2005-06 | TAM | Update and complete bicycle and pedestrian master plans countywide and for cities and towns in Marin County | \$ 160,000 |

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

| | SPONSOR | PROJECT NAME | AMOUNT |
|------------|---------------------|--|----------------------|
| FY 2005-06 | Campbell | Construct bike lanes on Harriet Avenue north of Westmont Avenue and on Union Avenue south of Campbell Avenue | \$ 24,308 |
| FY 2005-06 | Larkspur | Design + construct 13 ft wide Class I bike/pedestrian path and modify signals on Magnolia Ave. + Doherty Dr | \$ 136,668 |
| FY 2005-06 | County of San Mateo | Develop bike route data for GIS, integrate into countywide GIS files, and maintain bike route GIS data | \$ 40,000 |
| FY 2005-06 | City of Napa | Class I path along Napa Valley Wine Train right of way between Redwood Rd/SR 29 and Vallejo St/Soscol Av | \$ 85,271 |
| FY 2005-06 | American Canyon | Construct bike lanes and Class I trail adjacent to Commerce Boulevard | \$ 34,729 |
| | | Total | \$ 21,785,915 |

TCM C: Transportation for Livable Communities

FY 2004-05 MTC TLC Planning Program

| Project Sponsor | Project Title | TLC Grant |
|---|--|-------------------|
| Alameda County | | |
| City of Oakland | Revitalizing Foothill / Seminary: A Model for Oakland's Regional Transit Streets | \$ 75,000 |
| City of Berkeley | Downtown Berkeley BART Plaza and Transit Area | \$ 75,000 |
| Contra Costa County | | |
| City of Lafayette | BART-Downtown Lafayette Pedestrian Linkages Project | \$ 20,000 |
| San Francisco County | | |
| San Jose/Guerrero Coalition to Save Our Streets | The San Jose/Guerrero Neighborhood Plan | \$ 75,000 |
| San Mateo County | | |
| Redwood City | Transit Station Sub-area Precise Plan | \$ 71,760 |
| SamTrans | Transforming the El Camino Real to Link Caltrain Stations with Vibrant Downtowns in Redwood City, San Carlos and Belmont | \$ 63,840 |
| Santa Clara County | | |
| City of Sunnyvale | Murphy Avenue Streetscape Revitalization | \$ 75,000 |
| Sonoma County | | |
| City of Santa Rosa | Downtown Pedestrian Linkages Study | \$ 44,400 |
| | Total | \$ 500,000 |

FY 2004-05 MTC TLC Capital Program

| Project Sponsor | Project Title | TLC Grant |
|--|--|----------------------|
| City of Oakland, CEDA | Revive Chinatown – Phase 1 | \$ 2,200,000 |
| City of Union City Public Works Dept. | Union City Intermodal Station –Pedestrian connections and New East Plaza | \$ 1,124,000 |
| Richmond Redevelopment Agency | Richmond Transit Village: Intermodal Transit Station | \$ 1,581,000 |
| County of Marin | Cal-Park Hill Tunnel Rehab and Class I Bikeway | \$ 1,500,000 |
| City of Gilroy | Monterey Streetscape Improvements – Fourth Street to Sixth Street | \$ 2,500,000 |
| City of Morgan Hill | Morgan Hill – Depot Street Capital Improvements | \$ 2,627,000 |
| Bay Area Rapid Transit District | Daly City BART- St. Charles Pedestrian & Bike Project | \$ 501,000 |
| City & Co. of San Francisco Dept. of Public Works | Broadway Streetscape Improvements Project – Phase II | \$ 2,000,000 |
| City of South San Francisco | BART Linear Park-Huntington Avenue to Orange Avenue | \$ 1,933,000 |
| City of Vallejo | Vallejo Station Pedestrian Links | \$ 2,071,000 |
| City of Petaluma/Eden Housing Inc. | Downtown River Apts Riverwalk and Streetscape Improvements | \$ 358,000 |
| | Total | \$ 18,394,000 |

Contingency Projects

| | | |
|---|--|--------------|
| City of Union City Public Works Dept. | Union City Intermodal Station – West Plaza Enhancements | \$ 1,713,500 |
| City of Oakland, CEDA | MacArthur Transit Hub Streetscape Improvement Project | \$ 1,918,000 |
| Town of Los Gatos Parks & Public Works Dept. | Streetscape & Gateway | \$ 2,400,000 |
| City of San Leandro Community Dev. Dept. | East 14 th Street South Area Revitalization Project – La Palma District | \$ 1,600,000 |
| County of Contra Costa Redevelopment Agency | North Richmond Third Street Upgrades | \$ 1,966,000 |

TCM C: Transportation for Livable Communities

FY 2005-06 Marin County TLC Capital Program

| Project Sponsor | Project Title | TLC Grant |
|------------------------|--|---------------------|
| Town of Fairfax | Center Boulevard Streetscape Redesign Project | \$ 500,000 |
| County of Marin | Fireside Pedestrian and Traffic Safety Project | \$ 198,906 |
| Town of Corte Madera | Bayside Trail Improvement Project | \$ 371,826 |
| Total | | \$ 1,070,732 |

FY 2005-06 Alameda County TLC Capital Program

| Project Sponsor | Project Title | TLC Grant |
|------------------------|--|---------------------|
| City of Oakland | Coliseum BART Streetscape | \$ 500,000 |
| City of Oakland | Oakland Coliseum Pedestrian Walkway | \$ 885,000 |
| City of Oakland | W. Oakland Transit Village Streetscape Project | \$ 1,300,000 |
| City of Oakland | MacArthur Entry Plaza & 40th Streetscape Project | \$ 1,147,000 |
| City of Berkeley | Ashby/Ed Roberts Bicycle/Pedestrian Improvements | \$ 1,200,000 |
| City of Union City | Pedestrian/Bicycle Improvements | \$ 2,000,000 |
| Total | | \$ 7,032,000 |

FY 2005-06 Sonoma County TLC Capital Program

| Project Sponsor | Project Title | TLC Grant |
|---------------------------|---|---------------------|
| City of Petaluma | Petaluma Blvd. Pedestrian Enhancements | \$ 485,000 |
| City of Rohnert Park | Rohnert Park City Center Drive Improvements | \$ 1,150,000 |
| Town of Windsor | Windsor Pedestrian Enhancements & Traffic Calming | \$ 235,000 |
| Sonoma County Reg'l Parks | Sonoma County Santa Rosa Creek Trail | \$ 550,000 |
| Town of Windsor | Windsor Old Redwood Hwy Pedestrian Linkages | \$ 338,000 |
| Sonoma County Reg'l Parks | Sonoma County Bodega Bay Bicycle & Pedestrian Trail | \$ 535,000 |
| City of Santa Rosa | Santa Rosa Courthouse Square Off-Site Improvements & Gateway Street | \$ 1,000,000 |
| Total | | \$ 4,293,000 |

| | |
|--------------------|----------------------|
| Grand Total | \$ 31,289,732 |
|--------------------|----------------------|

TCM D: Additional Freeway Service Patrol

The Bay Area FSP is a joint project of the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE), the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The service is provided by private tow truck companies, selected through a competitive bid process, under contract to MTC SAFE. During the hours of operation, the vehicles and drivers are exclusively dedicated to patrolling their freeway beat. The program is intended to augment the MTC SAFE network of motorist-aid call boxes in the nine Bay Area counties.

Current Profile (as of February 2009)

A fleet of 83 trucks patrols some 550 miles of the Bay Area's freeways. Patrol routes are selected based on several factors, including a high rate of traffic and congestion, frequent accidents or stalls, and lack of shoulder space for disabled vehicles.

The FSP tow trucks operate primarily during morning and afternoon commute hours, generally from 6 a.m. to 9 a.m. or 10 a.m. and from 3 p.m. to 6 p.m. or 7 p.m., Monday through Friday. Weekend service is provided in Napa, as well as seasonally along Highway 17, and in some other locations on Sunday.

FSP tow trucks are equipped for nearly any contingency. In addition to the standard auto repair and towing equipment, they carry 5 gallons of diesel fuel, 5 gallons of unleaded gasoline, and 5 gallons of water, as well as an external speaker and public address system.

Funding

The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC SAFE, which is financed by a \$1 annual vehicle registration fee in participating counties. The service costs approximately \$7 million a year to operate. Another \$2 million is invested in sophisticated communications equipment, including an automatic vehicle location system that enables CHP and Caltrans to monitor the location of the trucks and improve dispatching efficiency.

Implementation Plan

See the attached Implementation Plan, which is also available at:
http://www.fsp-bayarea.org/implementation_plan/lplan.pdf

**BAY AREA FREEWAY SERVICE PATROL PROGRAM
IMPLEMENTATION PLAN**

Revised 06/01/07

| BEAT ID | CONTRACTOR | LOCATION | | BEAT LIMITS | CALTRANS ONE WAY LENGTH (IN MILES) | START DATE | ENDING DATE | WEEKDAYS | | | SUNDAY PM SHIFT | # OF TOW TRUCKS | # OF PICKUP TRUCKS | # OF FLATBED TRUCKS | # OF BACKUP TRUCK | NOTES | TOTAL CONTRACT HOURS | BEAT ID |
|---------|-----------------------------|----------|-------|--|------------------------------------|------------|-------------|-------------|--------------|---------------|----------------------------------|-----------------|--------------------|-----------------------|-------------------|---------|----------------------|---------|
| | | COUNTY | ROUTE | | | | | AM SHIFT | MIDDAY SHIFT | PM SHIFT | | | | | | | | |
| 1 | Redhill Towing | ALA | 980 | Interstate 580 to Interstate 880 | 2.03 | 07/01/07 | 07/26/09 | 6:00-10:00 | | 15:00-18:30 | 13:00-19:00 | 2 | 1 | | | b | 12,395 | 1 |
| | | ALA | 880 | 7th Street to Jackson Street | 2.04 | | | | | | | | | | | | | |
| | | ALA | 24 | Interstate 580 to Contra Costa County Line | 4.39 | | | | | | | | | | | | | |
| | | CC | 24 | Contra Costa County Line to Oak Hill Road | 6.25 | | | | | | | | | | | | | |
| | | CC/ALA | 13 | State Route 24 to Redwood Avenue | (4.23) | | | | | | | | | | e | | | |
| 2 | A-One Towing Service | ALA | 80 | Powell Street to Contra Costa County Line | 4.25 | 07/01/07 | 07/26/09 | 6:00-10:00 | 10:00-15:00 | 15:00-19:00 | 13:00 - 19:00 | 2 | 1 | | | a, b, c | 15,755 | 2 |
| | | CC | 80 | Alameda County Line to San Pablo Dam Road | 4.34 | | | | | | | | | | | | | |
| | | ALA/CC | 580 | Interstate 80 to Western Drive/Pt. Molate | 6.01 | | | | | | | | | | | | | |
| 3 | Palace Garage | ALA | 880 | Alvarado-Niles Road to State Route 238 | 7.66 | 06/25/07 | 06/26/11 | 06:00-10:00 | | 15:00-19:00 | 13:00-19:00 | 2 | | | | b,c | 17,132 | 3 |
| | | ALA | 92 | Interstate 880 to Clawiter Road | 1.91 | | | | | | | | | | | | | |
| 4 | Palace Garage | ALA | 880 | Broadway to State Route 238 | 10.55 | 07/01/07 | 07/26/09 | 6:00-10:00 | | 15:00-19:00 | 13:00-19:00 | 2 | 1 | | | b | 13,170 | 4 |
| | | ALA | 238 | Interstate 880 to Interstate 580 | 2.11 | | | | | | | | | | | | | |
| 5 | K&S Tow | CC | 680 | Stone Valley Road to Marina Vista Road | 13.89 | 07/02/07 | 07/04/11 | 06:00-09:00 | | 14:00-18:30 | | 2 | 1 | | 1 | b | 22,523 | 5 |
| | | CC | 24 | Oak Hill Road U/C to Interstate 680 | 2.87 | | | | | | | | | | | | | |
| 6 | B&A Body Works & Towing | SM | 101 | State Route 92 to SF City Limit/101 to Foster City Boulevard | 14.23 | 07/01/07 | 07/05/09 | 6:00-10:00 | 10:00-15:00 | 15:00-19:00 | | 2 | 2 | | | a, b | 18,754 | 6 |
| | | SM | 92 | Interstate 101 to Foster City Boulevard | 1.47 | | | | | | | | | | | | | |
| 7 | Redhill Towing | MRN | 101 | Alexander to 3rd Street/Irwin Street (Central San Rafael Exit) | 10.28 | 07/03/05 | 07/06/08 | 6:00-10:00 | | 15:00-19:00 | 13:00 - 19:00 | 2 | | | | b, c | 13,090 | 7 |
| | | MRN | 580 | Highway 101 to Interstate 580 San Quentin | 1.60 | | | | | | | | | | | | | |
| 8 | Campbell's Towing | SCL | 101 | Blossom Hill Road to Ellis Street | 18.40 | 07/01/07 | 07/05/09 | 6:00-10:00 | | 15:00-19:00 | 13:00 - 19:00 | 2 | 2 | | | b, c | 16,808 | 8 |
| | | SCL | 237 | Highway 101 to Lawrence Expressway | 2.12 | | | | | | | | | | | | | |
| 9 | Campbell's Towing | SCL | 280 | Interstate 680/Highway 101 to Foothill Exp. | 11.45 | 06/11/07 | 06/10/11 | 6:00-10:00 | | 15:00-19:00 | | 3 | 1 | | 1 | b | 32,032 | 9 |
| | | SCL | 85 | Junction Route 280 to El Camino Real | 3.3 | | | | | | | | | | | | | |
| | | SCL | 87 | State Route 85 to Hwy. 101 | 9.22 | | | | | | | | | | | | | |
| 10 | Sunrise Enterprise 87 | SCL-SM | 101 | Ellis Street to State Route 92 | 17.44 | 06/11/07 | 06/10/11 | 6:00-10:00 | | 15:00-19:00 | | 2 | 1 | | | a, b | 24,024 | 10 |
| | | SCL | 92 | Junction Route 101 to El Camino Real | 0.93 | | | | | | | | | | | | | |
| 11 | B&A Body Works & Towing | SF | 101 | Cesar Chavez to San Mateo Co. Line | 2.92 | 06/11/07 | 06/12/11 | 6:00-10:00 | 10:00-15:00 | 15:00-19:00 | 10:00-16:00 | 2 | | | | a, b, c | 22,473 | 11 |
| | | SF | 280 | San Mateo Co. Line to Highway 101 | 4.34 | | | | | | | | | | | | | |
| | | SM | 101 | Harvey Way to San Francisco Co. Line | 0.41 | | | | | | | | | | | | | |
| | | SM | 280 | Geneva/Ocean Avenue to San Francisco Co. Line | 1.77 | | | | | | | | | | | | | |
| | | SF | 280 | Highway 101/Interstate 280 Interchange to Sixth Street | (3.2) | | | | | | | | | | | | | |
| | | SF | 80 | Cesar Chavez to Interstate 80/Fourth Street | (1.5) | | | | | | | | | | e | | | |
| | | | | | | | | | | | | | | | e | | | |
| 12 | Ken Betts Towing | CC | 80 | San Pablo Dam Road to Cummings Skyway | 8.39 | 07/09/07 | 07/10/11 | 6:00-10:00 | 10:00-15:00 | 15:00-19:00 | 13:00-19:00 | 2 | | | | a, b, c | 22,473 | 12 |
| 13 | Bill's Towing | MRN | 101 | Interstate 580 to Junction Route 37 | 9.13 | 06/25/07 | 06/26/11 | 6:00-10:00 | | 14:30-18:30 | 13:30-18:30 | 2 | | | | b, c | 17,282 | 13 |
| 14 | All Ways Tow & Transport | ALA | 880 | Mowry Avenue to Alvarado Niles Road | 5.84 | 07/01/07 | 07/24/09 | 6:00-10:00 | | 15:00-19:00 | | 2 | | | | b | 8,272 | 14 |
| | | ALA | 84 | Thornton Avenue to Interstate 880 | 2.26 | | | | | | | | | | | | | |
| 15 | Yarbrough Bros. Towing | SON | 101 | Wilfred Avenue to River Road | 10.8 | 07/02/07 | 07/01/11 | 6:30-9:30 | | 15:30-18:30 | | 1 | | | | | 6,006 | 15 |
| 16 | Lima Tow | SCL | 17 | Junction Route 9 to Summit Road | 7.07 | 07/09/07 | 07/10/11 | 6:30-9:30 | | 15:30-18:30 | See separate beat 16/SC schedule | 1 | | | | b, c, f | 7,974 | 16 |
| 17 | Sierra Hart | SOL | 12 | Interstate 80 to Napa Co. Line | 2.95 | 07/23/07 | 07/24/11 | 6:00-10:00 | | 15:00 - 19:00 | 8:00-16:30 Sat. & Sun. | 1 wkdy, 2 wknd | | | 1 wkdy | e | 15,573 | 17 |
| | | NAP | 12 | Napa Co. Line to Sonoma Co. Line | 11.60 | | | | | | | | | | | | | |
| | | NAP | 29 | State Route 37 to Oakville Cross Road | 24.0 | | | | | | | | | | | | | |
| | | SON | 12 | Sonoma Co. Line to Junction 116 | 4.90 | | | | | | | | | | | | | |
| | | NAP | 29 | Oakville Cross Road to State Route 128 | (1.8) | | | | | | | | | | | | | |
| 18 | All Ways Tow & Transport | SCL | 880 | Junction Route 237 to Alameda County Line | 2.08 | 07/01/07 | 07/10/09 | 6:00-10:00 | | 15:00-19:00 | | 2 | | | | b | 8,112 | 18 |
| | | ALA | 880 | SCL County Line to Mowry Avenue | 7.18 | | | | | | | | | | | | | |
| 19 | Lima Tow | SCL | 880 | Junction Route 237 to Junction Route 17 | 8.42 | 07/01/07 | 07/10/09 | 6:00-9:00 | | 15:00-19:00 | | 2 | 1 | | | b | 10,647 | 19 |
| | | SCL | 17 | Junction Interstate 880 to Junction Route 9 | 6.88 | | | | | | | | | | | | | |
| | | SCL | 237 | Junction Interstate 880 to Lawrence Expressway | 4.70 | | | | | | | | | | | | | |
| 20 | Nelson's Tow | SM | 280 | Geneva/Ocean Avenue to Interstate 380 | 8.18 | 07/01/07 | 07/10/09 | 6:30-9:30 | | 15:00-18:00 | | 2 | | | | b | 6,084 | 20 |
| | | SM | 380 | Interstate 280 to Highway 101 | 1.67 | | | | | | | | | | | | | |
| 21 | Matos Towing & Transport | ALA | 680 | Scott Creek to Alcosta Boulevard | 21.35 | 07/01/07 | 07/10/09 | 5:30-9:30 | | 15:00-19:00 | | 1 | 1 | 1 | 1 | b | 12,168 | 21 |
| 22 | Palace Garage | ALA | 580 | Vasco Road to Santa Rita | 8.25 | 07/23/07 | 07/24/11 | 5:30-9:30 | | 15:30-19:00 | 13:00-19:00 | 2 | 1 | | | b, c, d | 25,685 | 22 |
| | | ALA | 580 | Grant Line Road to Vasco Road | 8.23 | | | | | | | | | | | | | |
| 23 | Campbell's Towing | SCL/ALA | 680 | Highway 101 to Scott Creek Road | 10.17 | 07/01/07 | 07/10/09 | 5:30-9:30 | | 15:00-19:00 | | 2 | | | | b | 8,112 | 23 |
| 24 | Roadrunner Tow | SOL | 680 | Interstate 80 to Junction 780 | 14.30 | 07/23/07 | 07/22/11 | 6:00-9:00 | | 15:30-18:30 | | 1 | | | | g | 6,036 | 24 |
| | | SOL | 780 | Junction 680 to Junction 80 | 6.42 | | | | | | | | | | | | | |
| 25 | B&D Towing | CC | 4 | Hillcrest Avenue to Pacheco Blvd. | 20.39 | 07/01/07 | 07/17/09 | 5:30-9:30 | | 15:30-19:00 | | 2 | 1 | | | b | 11,520 | 25 |
| | | CC | 242 | State Route 4 to Interstate 680 | 3.4 | | | | | | | | | | | | | |
| 26 | A-One Tow Service | ALA | 580 | Harrison Street/Oakland Avenue to Junction Route 238 | 13.47 | 07/01/07 | 07/17/09 | 6:30-9:30 | | 15:30-18:30 | | 1 | | 1 | | b | 6,144 | 26 |
| | | ALA | 13 | Redwood Avenue to Interstate 380 | (0.0) | | | | | | | | | | | | | |
| 27 | Palace Garage | ALA | 580 | Santa Rita Road to Junction 238 | 12.86 | 06/25/07 | 06/26/11 | 6:00-9:30 | | 15:30-18:30 | 13:00-19:00 | 2 | 1 | | b,c | 21,020 | 27 | |
| 28 | Bill's Towing | MRN/SON | 101 | State Route 37 to East Washington Boulevard | 13.1 | 07/01/07 | 07/17/09 | 5:30-9:30 | | 15:30-18:30 | | 1 | | | | b | 3,584 | 28 |
| | | SOL | 80 | Magazine Street to Abernathy Road | 14.04 | | | | | | | | | | | | | |
| 29 | Roadrunner Tow | SOL | 80 | Magazine Street to Abernathy Road | 0 | 07/09/07 | 07/10/11 | 6:00-9:00 | | 15:30-18:30 | 13:00-19:00 | 2 | | | b, c, h | 15,020 | 29 | |
| 30 | Nelson's Tow | SM | 92 | State Route 1 to Highway 280 | 8.03 | 07/23/07 | 07/22/11 | 6:00-9:30 | | 15:30-18:30 | | 2 | | | | b | 13,013 | 30 |
| | | SM | 280 | Interstate 380 to State Route 92 | 10.20 | | | | | | | | | | | | | |
| | | SM | 92 | Interstate 280 to Highway 101 | 4.83 | | | | | | | | | | | | | |
| 31 | Campbell's Towing | SCL | 101 | Blossom Hill Road to East Dunne Avenue | 12.6 | 07/01/07 | 07/19/09 | 6:00-9:00 | | 16:00-19:00 | 13:00 - 19:00 | 2 | | | b, c | 6,900 | 31 | |
| 32 | Dick's Automotive Transport | SCL | 85 | Interstate 280 to Cottle Road | 16.48 | 07/01/07 | 07/17/09 | 6:00-9:00 | | 16:00-19:00 | | 2 | | | b | 6,144 | 32 | |
| 33 | Yarbrough Bros. Towing | SON | 101 | East Washington Boulevard to Wilfred Avenue | 10.26 | 07/24/05 | 07/20/08 | 6:00-9:00 | | 15:30-18:30 | | 1 | | | b | 4,482 | 33 | |
| 34 | Vacaville Tow | SOL | 80 | Abernathy Road to I-505 Vaca Valley Road | 12.54 | 07/09/07 | 07/10/11 | 6:00-9:00 | | 15:30-18:30 | 13:00-19:00 | 2 | | | b, c, h | 15,020 | 34 | |
| 35 | Palace Garage | CC | 680 | Alcosta Boulevard to Stone Valley Road | 10.36 | 07/09/07 | 07/08/11 | 6:00-9:00 | | 15:00-18:30 | | 1 | | | b | 6,507 | 35 | |
| 36 | Ken Betts Towing | CC | 4 | Interstate 80 to Pacheco Blvd. | 11.8 | 07/23/07 | 07/22/11 | 6:00-9:30 | | 15:30-19:00 | | 1 | | | | | 7,007 | 36 |
| 37 | Vacaville Tow | SOL | 80 | Junction I-505 to Richards Blvd. | 16.4 | 07/23/07 | 07/24/11 | 6:00-9:00 | | 15:30-18:30 | 13:00-19:00 | 2 | | | b, c, h | 15,032 | 37 | |
| | | | | | 539.67 | | | | | | | | | | | | 493,973 | |
| | | | | | | | | | | | 65 wkdy, 66 wknd | 15 | 2 | 8 wkdy, 7 wknd | | | | |

TCM E: Transit Access to Airports

BART to San Francisco International Airport:

S. San Francisco: From Colma BART station to the new SFO station; Extend BART system to the San Francisco International Airport.

BART Fares and Schedules

The latest BART fares and schedules (as of January 2008) can be found at:
<http://www.bart.gov/guide/brochures.aspx>

Service Adjustments

See attached document for service adjustments overtime since June 2003 through December 2006.

SFO Service Changes Over Time

Below is a list and description of service changes that have been implemented since the San Francisco Extension opening on June 22, 2003 through December 31, 2006. Some of these changes are major system changes. Other changes are more minor involving train sizing.

June 22, 2003 - SFO Initial Service

Bay Point trains provide service to Millbrae during all hours of operation, all week. Dublin trains provide service to the San Francisco Airport (SFO) during all hours of operation, all week. These routes operate on 15 minute headways during the weekday, and on 20 minute headways during evenings and on weekends. A shuttle train provides service between Millbrae and SFO on 20 minute headways during all hours of operation, all week. In addition to the base 15 minute service, three AM peak period rush trains provide service from Bay Point to Daly City, then operate express from Daly City to SFO. These three trains return during the evening peak period and operate express from SFO to Daly City, then on to Bay Point.

1. Direct service to/from Millbrae and direct service to/from SFO
2. Peak rush trains provide Bay Point line passengers direct service to/from SFO during the peak periods
3. 20 minute shuttle does not synch with the 15 minute base service during the day

February 9, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. On the return trip these trains follow the same route back to Bay Point. This service route has been called the "Reverse L" service because the shape of the service on the SFO extension resembles a backward or reverse "L" shape. During the 3-1/2 hour AM and PM peak period on weekdays, Richmond trains provide direct service to Millbrae, then continue to SFO. On the return trip these trains follow the same route back to Richmond. This service route is referred to as the "L" service. The Richmond trains do not operate on the weekend. When the Richmond trains are operating on the extension during the week the Bay Point trains terminate at SFO and do not continue to Millbrae. At all other times (off-peak, evenings and weekends) the Bay Point trains complete the "Reverse L" service pattern. There are no other direct peak period rush trains. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20 minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer
2. 20 minute shuttle (during normal 15 minute service) replaced by 15 minute direct trains
3. During off-peak, evenings and weekends, direct service to Millbrae is through the SFO station

March 8, 2004

Train sizing adjustments: Train 361 increased from 4 to 5-car train off-peak. Train 441 changed to 10-car peak size for all PM trips instead of breaking to 5-car train on last trip. Other minor adjustments were made to the 200s and 500s.

September 13, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. This service provides "Reverse L" service and operates during all hours of operation, all week. During the 3 hour AM and PM peak period on weekdays, Richmond trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. During the 3 hour AM and PM peak period (weekdays only) the Richmond and Bay Point trains both provide service directly to and from Millbrae/SFO. The Richmond trains do not operate on the weekend. Service during the day on each route (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer

2. During all hours, direct service to Millbrae is through the SFO station (but is effectively every 7.5 minutes during the 3 hour AM and PM peak periods)

December 13, 2004

Train sizing adjustments were made to better match capacity with demand, generally to shorter trains.

April 23, 2005

Train sizing adjustments: The 300 series trains on Saturday were increased from 8 to 9-car trains.

June 13, 2005

Train lengths were generally shortened to an 8-car plan in two phases, in June and August, 2005, with peak size trains running all day on the Bay Point line.

August 15, 2005

Second phase of implementing the "8-car" plan.

September 12, 2005

Dublin trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. Only the Dublin trains will provide service to the extension on weekdays and weekends. Richmond and Bay Point trains will truncate at Daly City. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways. Although direct service from Bay Point has been replaced with this new service, the transfer time from a Bay Point base train to SFO train (from Dublin) is only 3-4 minutes in each direction.

September 22, 2005

Extend service from Richmond and lengthen trains. Up to six consists will be lengthened from 4 to 8-car trains. Richmond trains to Daly City will be extended to Colma for two hours in the morning and two hours in the evening.

October 10, 2005

The following adjustments were made:

Weekday

- 100s - three trains lengthened
- 200s - one train lengthened, Make/Break timing changed
- 300s - several trains lengthened with a few trains reduced in size
- 400s - one train lengthened
- 500s - No change since September 22, 2005 (Make/Break timing)

Saturday

- 300s - some trains lengthened

Sunday

- 300s - some trains lengthened

December 5, 2005

The following adjustments were made:

Weekday

- 100s – 115 becomes the last AM Break train
- 300s – Train 323 and 363 increased from 8-car to 9-car trains

Saturday

- 200s – All trains are now 6-car trains during the day

January 30/31, 2006e

The following adjustments were made:

Weekday

100 Series Trains (net +1)

Train 101 +1 (9 to 10 cars) peak increase

Train 115 off peak increase 4 to 5 cars

200 Series Trains (net 0)

No change

300 Series Trains (net -2)

Train 365 off peak decrease only on dispatches of 20:58, 22:19, and 23:38

Train 367 +1 (9 to 10 cars) off peak decrease only on dispatches of 21:18, 22:39, and 24:00

Train 371 -1 (10 to 9 cars)

Train 377 -1 (10 to 9 cars)

Train 381 -1 (10 to 9 cars)

Train 331 -2 (10 to 8 cars)

Train 335 +2 (8 to 10 cars)

400 Series Trains (net +2)

Train 443 -1 (9 to 8 cars) for AM peak period only

Train 445 +1 (8 to 9 cars)

Train 453 -1 (9 to 8 cars) for PM peak period only

Train 455 +2 (8 to 10 cars) and off peak increase 4 to 5 cars

500 Series Trains (net +10)

Train 501 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 503 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 505 +1 (8 to 9 cars) peak increase

Train 507 +1 (8 to 9 cars) peak increase

Train 509 +1 (8 to 9 cars) peak increase

Train 511 +1 (8 to 9 cars) peak increase

Train 513 +1 (8 to 9 cars) peak increase and off peak decrease 8 to 5 cars

Train 519 +1 (8 to 9 cars) peak increase

Train 521 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 523 +1 (8 to 9 cars) peak increase

Saturday

100s – no change

200s – no change

300s – All 8-car trains are now 9-car trains

400s – no change

500s – Four trains increased from 4 to 5-cars (501, 505, 511, and 515)

Sunday

200s – no change

300s – no change

500s – All trains 9-car midday and some offpeak increased from 4 to 5-cars (503, 505, and 515)

Appendix J-5

Methodology for Bay Area Conformity Determinations



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov



Gray Davis
Governor

November 30, 2001

Mr. Wayne Nastri
Regional Administrator
U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Dear Mr. Nastri:

The Air Resources Board (ARB/Board) hereby transmits the Bay Area emission factor model (SF Bay Area-EMFAC 2000) to the U.S. Environmental Protection Agency (U.S. EPA) for approval and use in the 2001 San Francisco Bay Area State Implementation Plan (Bay Area SIP) and subsequent Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 is tailored specifically to the San Francisco Bay Area. The emission factors contained in SF Bay Area-EMFAC 2000, along with updated activity data from the Metropolitan Transportation Commission (MTC), provide the basis for the mobile source emissions budgets in the 2001 Bay Area SIP. SF Bay Area-EMFAC 2000 will be used for subsequent Bay Area conformity determinations. At a public meeting on November 1, 2001 the ARB Board approved SF Bay Area-EMFAC 2000 for these purposes following a 30-day public notice. At the time the Bay Area SIP was being developed, this model was the most current emission factor model available. SF Bay Area-EMFAC 2000 was based on EMFAC2000. The documentation for EMFAC2000 was publicly available beginning in May 2000 and made available for use by the Bay Area Air Quality Management District when it began developing the 2001 Bay Area SIP in November 2000.

The three Bay Area co-lead agencies responsible for developing the Bay Area SIP have committed to do a mid-course review of the Bay Area SIP by December 31, 2003 and revise the 2001 SIP by March 2004. ARB has committed to submit the revised Bay Area SIP to U.S. EPA by April 15, 2004. The mid-course review will use the most current emission factor model available at that time to develop the mobile source emissions budgets. This model will be EMFAC2001 or its successor.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

This transmittal provides documentation of the emission factors and activity data used in SF Bay Area-EMFAC 2000 to develop the 2001 Bay Area SIP. In addition, it includes the methodology ARB will be using to conduct Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 Emission Factor Model Documentation

Comparison between MVEI7F/7G and SF Bay Area-EMFAC 2000

The emission factors used in the SF Bay Area-EMFAC 2000 emission factor model represent a major improvement over emission factors used in older models such as MVEI7F and MVEI7G. SF Bay Area-EMFAC 2000 exhaust hydrocarbon emission rates are significantly higher than the emission rates included in the older models. The increase in exhaust hydrocarbon rates is mainly a result of the following changes:

- More accurately reflecting real-world driving by using the Unified Cycle (UC) driving cycle rather than the Federal Test Procedure (FTP);
- Using new speed adjustment factors to better reflect how emissions change as average driving speeds change;
- Representing 45 model years, rather than only 35; and
- Incorporating new vehicle test data.

Evaporative hydrocarbon emission rates in SF Bay Area-EMFAC 2000 are also significantly higher than the older models' emission rates. The most important changes causing the increase in evaporative hydrocarbon emission rates include:

- Higher hot soak emission rates, especially for older catalyst-equipped vehicles;
- Higher running loss emission rates, based on new data; and
- Including emissions for vehicles with liquid fuel leaks.

Emission rates for oxides of nitrogen (NO_x) are also significantly higher in SF Bay Area-EMFAC 2000 than in the older models. The increased estimates of NO_x emission rates are primarily due to the following changes:

- Inclusion of "off-cycle NO_x" (i.e., NO_x emissions that were not represented in the certification driving cycle); and
- Incorporation of new vehicle test data for catalyst equipped passenger cars and light trucks.

Incorporation of Latest Standards

SF Bay Area-EMFAC 2000 also includes the effects of recently adopted standards on the emissions of the on-road fleet. The future year emission rates in SF Bay Area-EMFAC 2000 reflect the adopted standards described below.

Supplemental Federal Test Procedure

Two supplemental test procedures to the FTP were adopted by the Board in July of 1997. These new standards are applicable to passenger cars, light-duty trucks, and medium-duty vehicles weighing 8,500 pounds or less. These standards require the

control of excess emission of hydrocarbon and oxides of nitrogen during “off-cycle” operations (high speed and hard acceleration), and excess emissions associated with the use of air conditioning. The new standards are to be phased-in between 2001 and 2005.

Low Emission Vehicles (LEVII)

The second phase of Low Emission Vehicle Standards (LEVII) was adopted by the Board in November of 1998. This action imposed more stringent hydrocarbon, carbon monoxide, NOx and exhaust particulate matter emissions standards for passenger cars, light-duty trucks and medium-duty vehicles up to 14,000 pounds sold in California beginning in 2003.

Near Zero Evaporative Standards

Also in November 1998, the Board adopted new standards for the emissions of evaporative hydrocarbons (diurnal, hot soak and resting loss). The standards were reduced from 2 grams per test (hot soak plus diurnal) for passenger cars, to 0.5 grams per test.

New On-Road Motorcycle Standards

In December of 1998, the Board adopted lower exhaust emission standards for on-road motorcycles. These standards, which may require future motorcycles to utilize catalytic converters, are applicable to new motorcycles sold in California beginning in 2004.

Off-Cycle NOx Mitigation

In a settlement reached between the federal government, the Air Resources Board and heavy-duty engine manufacturers, several mitigation measures were agreed to regarding off-cycle NOx emissions. In addition to ending the practice of defaulting to an advanced timing condition during extended cruise operation, several manufacturers have agreed to perform “low emission” rebuilds for in-use engines. These rebuilds will lower the emissions of the in-use fleet.

New Exhaust Emissions Standards for Urban Transit Buses

In February of 2000, the Board adopted a regulation that allows transit agencies the choice between either a diesel or alternative fuel “path” to lower emissions. Beginning in 2002, over the course of 10 years, this regulation requires increased introduction of

cleaner engine buses in transit agencies' fleets, use of cleaner diesel fuel, retrofits to reduce exhaust particulate matter (PM) emissions from older diesel buses, and use of zero-emission buses (ZEBs).

Public Review

The emission factors used in SF Bay Area-EMFAC 2000 were developed in a 3-year process and were subject to public review and comment during three workshops held in 1998, 1999, and 2000. Throughout the comment period, ARB received a number of written and verbal comments, which were addressed in the development of the emission factor model.

Further detail regarding the development of the SF Bay Area-EMFAC 2000 emission factor model may be found in the attached Technical Support Documentation. The Technical Support Documentation refers to broader work on the statewide EMFAC2000 emission factor model, but also applies to the region specific SF Bay Area-EMFAC2000.

Activity Data Documentation

The Bay Area vehicle miles traveled (VMT), VMT growth rates, and VMT-speed distributions incorporated into SF Bay Area-EMFAC 2000 represent the best current activity data estimates available. The derivation of these estimates are explained below.

Vehicle Miles of Travel

Bay Area VMT estimates for calendar year 2000 are based on the ARB VMT estimation methodology using mileage accrual rates derived from Smog Check odometer data and Department of Motor Vehicle vehicle populations (see Section 7 of the attached Technical Support Documentation for further detail on the ARB VMT estimation methodology).

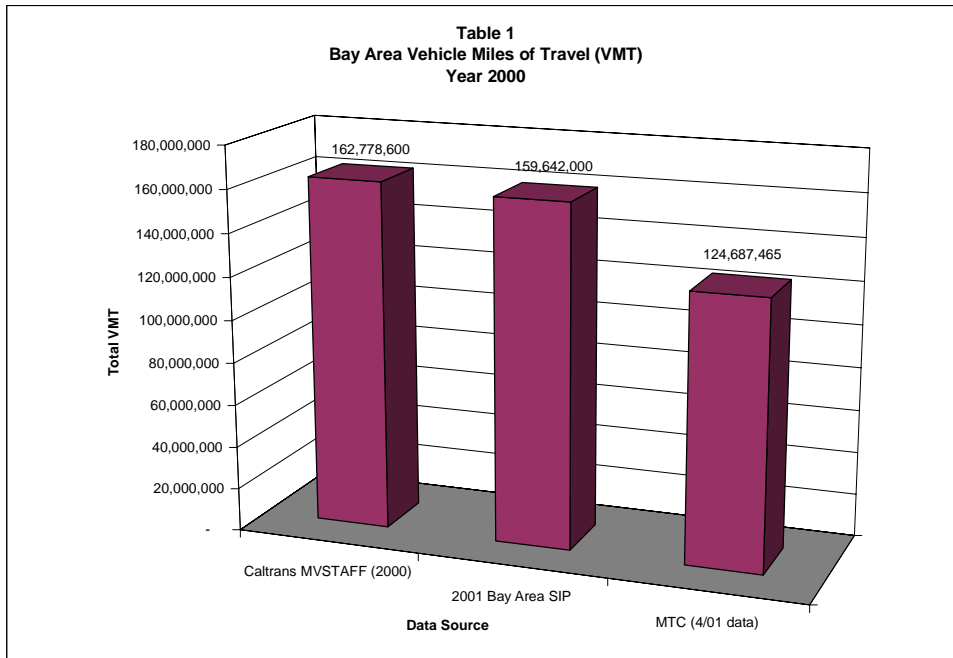
The decision to use ARB's VMT estimate instead of the VMT estimate from MTC's BAYCAST-90 travel demand model for calendar year 2000 was made in an agreement between MTC and ARB. As Table 1 illustrates, MTC's 2000 VMT estimate for the region is about 22 percent lower than both ARB and Caltrans' estimates. The ARB and Caltrans¹ methods for estimating VMT were developed independently of each other, yet fall within 1 percent of each other.

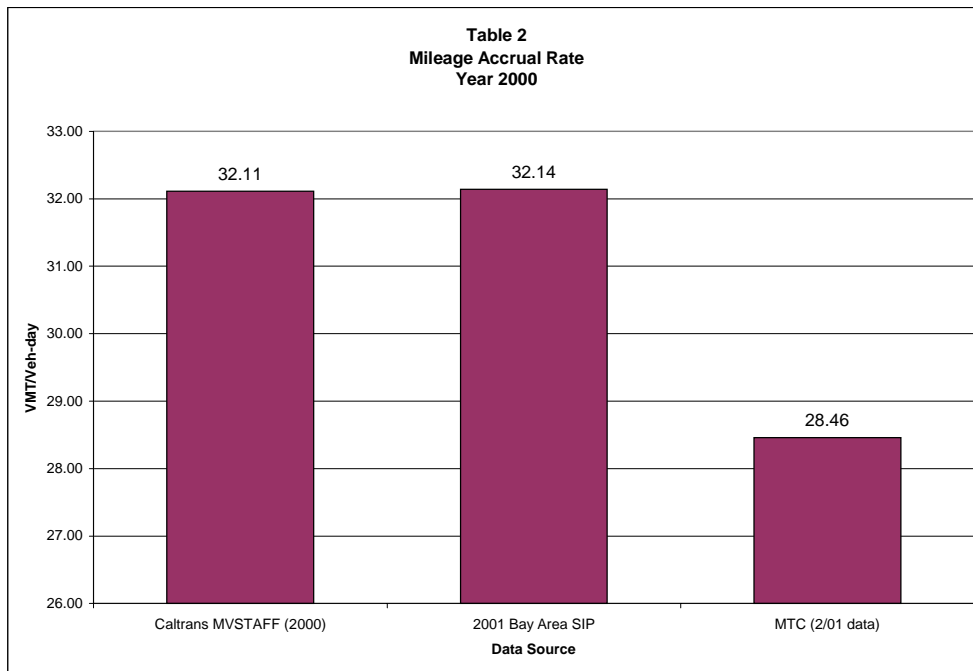
Additional justification for using the ARB VMT estimation methodology is found in the estimate of the number of miles driven by each vehicle per day (i.e., the mileage accrual

¹ Caltrans' VMT estimate was taken from the annual "Motor Vehicle Stock, Travel, and Fuel Forecast" (MVSTAFF) report. The MVSTAFF report forecasts statewide VMT based on statewide vehicle population data from the DMV, fuel consumption estimates from the Board of Equalization, and fuel economy estimates derived from the national fuel economy standards. Statewide VMT estimates are then disaggregated to the county level using county auto registration and road system mileage ratios.

rate). Table 2 compares mileage accrual rates from various data sources. MTC's estimates appear too low to be consistent with odometer readings collected in the Smog Check program. MTC's mileage accrual estimates are 11 percent lower than both Caltrans' ARB's estimates for the Bay Area.

For the purposes of the 2001 Bay Area SIP, MTC agreed to use ARB's 2000 VMT estimate. It was also agreed that the difference in VMT between ARB's and MTC's calendar year 2000 VMT estimates would be used as a "correction" for all future analysis years.





VMT Growth Rates

In the agreement between ARB and MTC, ARB agreed to use MTC's VMT growth rate as implied by the VMT estimates produced by BAYCAST-90. The rationale for this is that while ARB questions the level of travel in calendar year (CY) 2000 as estimated by MTC's travel demand model, ARB is not questioning future year growth projections included in the travel demand model.

VMT-Speed Distributions

The final pieces of activity data provided by MTC and incorporated into SF Bay Area-EMFAC 2000 are the VMT-speed distributions for two calendar years (2000 and 2005). Based on consultation between MTC and ARB staff, ARB incorporated the VMT-speed distributions into SF Bay Area-EMFAC 2000 by applying CY2000 speed distributions to CYs 2000-2003, and CY2005 speed distributions to CYs 2004+.

Methodology for Bay Area Conformity Determinations

For all Bay Area conformity determinations based on the mobile source emissions budgets set in the Bay Area SIP (using SF Bay Area-EMFAC 2000), the following step-wise methodology will be followed:

1. MTC will submit to ARB updated VMT-speed distributions and updated VMT estimates by county for all relevant analysis years. ARB will follow the procedures below for analysis years for which MTC does not submit new activity data (i.e. for which activity data does not change from MTC's original SIP submittal):
 - ARB will use the speed distributions submitted by MTC for the most recent calendar year prior to the analysis year of interest. For example, if MTC submits new VMT-speed distributions for 2005 and 2010, but not for the 2006 analysis year, the 2006 analysis year will use the speed distributions submitted for 2005. VMT-speed distributions will not be interpolated.
 - The VMT estimate for each county will be interpolated using county-specific compounded growth rates.² The interpolated VMT will then be used for the following steps.
2. ARB will calculate VMT for the portions of Sonoma and Solano Counties that fall in the San Francisco (S.F.) Air Basin. This is necessary since the SIP budgets are based on the S.F. Air Basin (which covers only the southern portions of Solano and Sonoma Counties), while the MTC VMT estimates include the full nine Bay Area counties. The county portions will be calculated by multiplying the full county VMT submitted by MTC by the VMT ratio (partial county/county) derived from SF Bay Area-EMFAC 2000.³ In year 2000, about 71 percent of Solano County, and 77 percent of Sonoma County VMT occurred in the S.F. Basin.
3. ARB will calculate the year 2000 difference in VMT between the VMT estimate included in the SF Bay Area-EMFAC 2000 runs⁴ and the VMT estimate submitted by MTC for conformity.⁵ The resulting differences by county represent the VMT "correction" between ARB and MTC's VMT estimates.
4. The VMT correction will be added by county to the submitted VMT for all analysis years, resulting in the "target" VMT estimate that will be used for the conformity modeling runs.⁶

² For example, 2006 VMT is interpolated from 2005 and 2010 VMT estimates submitted by MTC by the following equation: $VMT_{2006} = (VMT_{2010} / VMT_{2005})^{0.2} * VMT_{2005}$

³ For the S.F. Basin portions of Solano and Sonoma County VMT:

S.F. Basin County Portion $VMT_{MTC} = [S.F. \text{ Basin County Portion } VMT_{SF\text{BayArea-EMFAC}2000} / \text{Total County } VMT_{SF\text{BayArea-EMFAC}2000}] * \text{Total County } VMT_{MTC}$

⁴ SF Bay Area-EMFAC 2000 calculates VMT based on Smog Check odometer readings and DMV vehicle registration data for light duty vehicle classes, and instrumented truck data for the truck classes.

⁵ $VMT \text{ correction}_{\text{county a}} = SIP \text{ VMT}_{CY2000} - MTC \text{ VMT}_{CY2000}$

⁶ $\text{Target } VMT_{\text{county a}} = MTC \text{ VMT}_{\text{county a}} + VMT \text{ correction}_{\text{county a}}$

5. The county-specific target VMT in the conformity modeling runs will be achieved in SF Bay Area-EMFAC 2000 by modifying the county-specific vehicle populations in SF Bay Area-EMFAC 2000 using the What-if-Scenario (WIS) option. Since vehicle population and VMT are linearly related in SF Bay Area-EMFAC 2000, to obtain the “target” vehicle population, ARB staff will take the ratio between the SIP VMT estimates and the target VMT for each analysis year and apply them to the SIP vehicle population estimates for each respective analysis year.⁷
6. Once the target vehicle populations have been calculated, ARB staff will run SF Bay Area-EMFAC 2000 using the WIS option to adjust vehicle populations by county, and incorporate any updated speed distributions.
7. ARB staff will then apply control factors to the model output to adjust for emission reduction measures not included in the SF Bay Area-EMFAC 2000 emission factor model or changed since the model was developed.
8. Finally, ARB staff will compare the results to the SIP budgets for the conformity demonstration.

If you have questions regarding this submittal, you may contact me at (916) 445-4383, or have your staff contact Ms. Cynthia Marvin, Chief of the Air Quality and Transportation Planning Branch, at (916) 322-7236.

Sincerely,

/s/

Michael P. Kenny
Executive Officer

Enclosures

cc: See next page.

⁷ Target Veh Pop = [((Target VMT – SIP VMT) / SIP VMT) * SIP Veh Pop] + SIP Veh Pop

cc: (w/o Enclosures)
Mr. Jack Broadbent, Director
Air Division
U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Ms. Ellen Garvey, Executive Officer
Bay Area Air Quality Management District
939 Ellis Street
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Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Mr. Eugene Leong, Executive Officer
Association of Bay Area Governments
101 Eighth Street
Oakland, California 94607

Ms. Cynthia Marvin
Air Resources Board

Recommended Methods for Use of EMFAC2002 To Develop Motor Vehicle Emissions Budgets and Assess Conformity

As the agency charged with estimating motor vehicle emissions for air quality plans, the Air Resources Board (ARB) has improved the EMFAC modeling tool for use in combination with estimates of vehicle population and activity to develop motor vehicle emissions budgets and assess transportation conformity. The most recent version of this tool, EMFAC2002, has been transmitted to the U.S. Environmental Protection Agency (U.S. EPA) for approval for use in State Implementation Plans (SIPs) and conformity assessments. This paper describes the recommended practices for ARB, air districts, metropolitan planning agencies (MPOs) and regional transportation planning agencies (RTPAs) to use vehicle activity in conjunction with EMFAC2002 emission rates to calculate emissions budgets and conduct conformity assessments.

The vehicle activity indicators commonly used to develop emissions inventories are vehicle trips and vehicle miles of travel (VMT) by speed, vehicle class and time of day. Though not a direct measure of travel activity, vehicle population may also be a variable for these purposes, as described below.

Vehicle trips. In California, MPOs and RTPAs use demographic forecasts and travel demand models to develop estimates of current and future daily VMT, daily vehicle trips and average travel speeds for links in the transportation network. ARB separately estimates daily vehicle trips, but defines trips as the number of times a vehicle is started, rather than a number of specific daily destinations. This distinction is important; ARB and U.S. EPA studies find that vehicles are started five to six times per day, while trips associated with destinations as reported through travel surveys and predicted in travel demand models occur three to four times per day. Because start emissions and the duration of time between starts are crucial to emissions estimation, ARB equates vehicle trips with vehicle starts. Though EMFAC2002 permits model users to alter estimates of vehicle trips used to estimate emissions, ARB recommends that the model's default estimates of vehicle trips (starts), developed from instrumented vehicle studies, be used for air quality planning and conformity purposes.¹ Alternatively, for vehicle classes where appropriate local data are made available for review through the interagency consultation process, use of trip factoring or other methods to fully account for vehicle starts may be employed. Such alternative approaches should be discussed in the interagency consultation process.

¹ An exception would occur when a user chooses to factor these start-based trips to account for trip reduction programs. EMFAC2002 start-based trips rather than destination-based trips should serve as the baseline for this adjustment. The adjustment would be made through the What-If Scenario (WIS) function of EMFAC2002 as follows, where TRS denotes the trip reduction scenario:

$$\text{WIS Input TRS Trips} = \text{EMFAC Default Trips} * (\text{RTPA TRS Trips} / \text{RTPA Baseline Trips})$$

Vehicle speeds. Most travel demand models provide output of estimated average speed by time period and link that may be summarized for use in EMFAC2002. For each major vehicle class and up to 24 hourly time periods, total VMT is divided into 13 different speed “bins” (5 mph through 65 mph) and used as input to EMFAC2002. ARB recommends continuation of this current practice to develop emissions budgets and assess conformity. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model. VMT for each speed bin and time period can be used as input through the WIS function of EMFAC2002. It is also possible to input this data specific to vehicle class if adequate and defensible local data are available.

Vehicle population. Vehicle trips (starts) in EMFAC2002 are estimated as a function of the number of vehicles, or vehicle population, by county. The population of each class of motor vehicle is estimated and forecast from Department of Motor Vehicles (DMV) registration data. EMFAC2002 assumes there is a relationship between vehicle population and VMT, carried through mileage accrual rates.² In the default case, the model assumes *vehicle population * mileage accrual = VMT*. ARB-preferred practice is to maintain this internal consistency, for reasons explained below.

Vehicle miles of travel. Daily VMT is both an emissions model input usually provided by MPOs/RTPAs and a model output used to estimate exhaust emissions. ARB staff reviews MPO/RTPA estimates of VMT and vehicle speeds, and supports these estimates for use in air quality plans whenever we agree they are reasonable and defensible. Use of the latest estimates of MPO/RTPA VMT and speeds in plan development facilitates the subsequent federal transportation conformity process. This is particularly important for any year for which the plan creates emissions budgets, as conformity rules allow no emissions budget exceedance, regardless of how small. As there may be some variance between default EMFAC2002 VMT and more recent MPO/RTPA estimates to be used for SIP development, we are recommending a procedure to more exactly incorporate into emissions budgets revised VMT estimates for emissions budget analysis years.

Although it is possible to directly input VMT into EMFAC2002 through the model’s WIS function, it is generally not recommended to do this independent of vehicle population because of the desire to properly estimate start and evaporative emissions tied to the size of the vehicle fleet. A change in total forecasted miles of travel implies a change either in the number of vehicles traveling those miles or in mileage accrual rates. For future years, we generally recommend making vehicle population the variable, rather than mileage accrual. Thus, VMT adjustment would usually occur through vehicle population adjustment in the model’s WIS function, according to this formula:

$$\text{WIS Input Population} = \text{EMFAC Default Population} * (\text{RTPA VMT} / \text{EMFAC Default VMT})$$

² Accrual rates are miles traveled per year as a function of vehicle age, derived from the Bureau of Automotive Repair Smog Check database as described in Section 7.1 of the EMFAC2000 Technical Support Document, found via http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pcaccrual.

The result of this modification is that emissions estimates more precisely incorporate the daily VMT provided by each MPO/RTPA to calculate exhaust emissions, and vehicle population is adjusted for consistency with this assumption of higher or lower VMT, providing similarly modified start and evaporative emissions.³ Though the emissions impact of using this approach will often be small, we believe the approach is appropriate given the desire to fully reflect the impacts of changes in travel activity on all emissions processes. Use of consistent methods in air quality plans and conformity assessments will both reduce potential conformity problems and preserve the integrity of the SIP and conformity processes.

Alternatively, local data may indicate that changes in VMT are tied more closely to changes in household or business rates of travel than to changes in vehicle ownership. Or, improved travel demand modeling may project auto ownership rates with a high degree of confidence. In such cases it may be appropriate to adjust total mileage accrual rather than vehicle population. It is also possible to derive a modified VMT forecast from adjustments to both variables in EMFAC2002. Planning agencies are encouraged to present alternative approaches for consideration in the interagency consultation process.

Recommendations

1. ARB recommends that the EMFAC2002 default estimates of vehicle trips, based on starts per day, be used for SIP development and conformity purposes. Model defaults for trips may be factored to account for trip reduction scenarios, but should not be replaced with estimates that do not account for all vehicle starts. Alternative approaches, such as the factoring of travel demand model trip outputs for appropriate classes to account for additional starts, may be considered through interagency consultation.
2. We recommend continuation of current practices for input of latest speed distributions for SIPs and conformity assessments. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model.
3. To fully reflect the impacts of modified VMT forecasts on all emissions processes, in the calculation of SIP emissions budgets, and in the assessment of conformity with those budgets, vehicle population should be adjusted in EMFAC2002 proportional to the estimated VMT change. Local circumstances may alternatively support adjustment of mileage accrual rates, subject to interagency consultation.

³ After adjusting VMT through use of the population variable in the WIS function of EMFAC, a user who desires to match VMT even more exactly (to the mile instead of the tens of miles) can then adjust VMT in the WIS without disturbing the population adjustment. This is unlikely to have a discernible impact on emissions, however.

Appendix J-6

Glossary

Glossary

Area Source Small stationary and non-transportation pollution sources that are too small and/or numerous to be included as point sources but may collectively contribute significantly to air pollution (e.g., dry cleaners).

Attainment Area An area considered to have air quality that meets or exceeds the U.S. EPA national ambient air quality standards, which EPA establishes according to the requirements of the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others. Nonattainment areas are areas designated by EPA as not meeting a standard for a pollutant.

Carbon Monoxide (CO) A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (e.g., transportation or industrial processes) are largely the source for CO contamination in ambient air.

Congestion Management and Air Quality Improvement (CMAQ) Program A categorical funding program under the Federal-aid Highway Program. CMAQ directs funding to projects that contribute to meeting or maintaining national ambient air quality standards in nonattainment and maintenance areas. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

Emissions Inventory A complete list of sources and amounts of pollutant emissions within a specific area and time interval.

Environmental Protection Agency (EPA) The Federal regulatory agency responsible for administering and enforcing Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Federal Highway Administration (FHWA) An agency of the U.S. Department of Transportation that provides financial and technical support for constructing, improving, and preserving America's highway system.

Federal Transit Administration (FTA) An agency of the U.S. Department of Transportation that provides stewardship of combined formula and discretionary programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.

High Occupancy Vehicles (HOVs) Generally applied to vehicles carrying two or more people; freeways, expressways, and other large volume roads may have lanes designated for use by carpools, vanpools, and buses. The term HOV is also sometimes used to refer to high-occupancy vehicle lanes themselves.

Highway Term applies to roads, streets, and parkways, and also includes rights-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

Hydrocarbons (HC) Colorless gaseous compounds originating from evaporation and the incomplete combustion of fossil fuels.

Inspection and Maintenance Program (I/M) An emissions testing and inspection program implemented to ensure that the catalytic or other emissions control devices on in-use vehicles are properly maintained over time.

Land Use Refers to the manner in which portions of land or the structures on them are used (i.e., commercial, residential, retail, industrial, etc.).

Lapse Means that the conformity determination for a metropolitan transportation plan or TIP has expired, and thus there is no currently conforming metropolitan transportation plan and TIP.

Maintenance Area Any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

Metropolitan Planning Organization (MPO) The policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan Transportation Plan The official multimodal metropolitan transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process.

Metropolitan Transportation Plan/TIP Amendment A revision to a metropolitan transportation plan or TIP that involves a major change to a project included in a metropolitan transportation plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for those involving “non-exempt” projects in nonattainment and maintenance areas).

Metropolitan Transportation Plan/TIP Update Making current a metropolitan transportation plan or TIP through a comprehensive review. Updates require public review and comment, a 20-year horizon year for the metropolitan transportation plan, a four-year program period for TIPs, demonstration of fiscal constraint, and a conformity determination (in nonattainment and maintenance areas).

Mobile Sources Include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants are carbon monoxide, hydrocarbons or volatile organic compounds, nitrogen oxides, and particulate matter.

Mode A form of transportation such as an automobile, bus, or bicycle.

Motor Vehicle Emissions Budget (MVEB) That portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS, for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions.

National Ambient Air Quality Standards (NAAQS) Those standards established pursuant to Section 109 of the CAA. Conformity applies in areas that are nonattainment or maintenance for one or more of the NAAQS of the transportation-related pollutants: ozone, carbon monoxide, nitrogen dioxide, and particulate matter.

National Environmental Policy Act (NEPA) The National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321 et seq.). It is the major legislation that requires Federal actions to address potential environmental impacts.

Nitrogen Oxides (NO_x) A group of highly reactive gases that contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. NO_x is formed when the oxygen and nitrogen in the air react with each other during combustion. The primary sources of nitrogen oxides are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels.

Nonattainment Area Geographic region of the United States that the EPA has designated as not meeting the NAAQS.

Oxygenated Gasoline Gasoline enriched with oxygen-bearing liquids to reduce CO production by permitting more complete combustion.

Ozone (O₃) A pollutant that is not directly emitted from transportation sources. It is a secondary pollutant formed when HC and NO_x combine in the presence of sunlight. Ozone is associated with smog or haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone produces an unhealthy environment in which to live. Ozone is created by human and natural sources.

Particulate Matter (PM, PM_{2.5}, PM₁₀) Any material that exists as solid or liquid in the atmosphere. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc. Particulate matter can be of such a small size that it cannot be filtered by the nose and lungs. PM₁₀ is particulate matter that is less than 10 microns in size. PM_{2.5} is particulate matter that is less than 2.5 microns in size. A micron is one millionth of a meter.

Parts Per Million (PPM) A measure of air pollutant concentrations.

Public Participation The active and meaningful involvement of the public in the development of metropolitan transportation plans and programs.

Public Transportation Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, urban transit, and paratransit.

Reformulated Gasoline (RFG) Gasoline specifically developed to reduce undesirable combustion products.

State Implementation Plan (SIP) The State air quality plan for meeting the National Ambient Air Quality Standards (“NAAQS” or “air quality standards”). It is a compilation of legally enforceable rules and regulations prepared by a State or local air quality agency and submitted by the State’s governor to EPA for approval. A SIP is designed to achieve better air quality by attaining, making progress toward attaining, or maintaining the NAAQS.

Stationary Source Relatively large, fixed sources of emissions (e.g., chemical process industries, petroleum refining and petrochemical operations, or wood processing).

Telecommuting The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (e.g., telephones, personal computers, modems, facsimile machines, electronic mail).

Transportation Conformity Process to assess the compliance of any metropolitan transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act and regulated by the conformity rule.

Transportation Control Measures (TCMs) Any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in the CAA Section 176(c)(8), that is either one of the types listed in Section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of transportation conformity.

Transportation Improvement Program (TIP) A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 USC and Title 49 USC Chapter 53.

Vehicle Miles Traveled (VMT) The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOCs) VOCs come from vehicle exhaust, paint thinners, solvents, and other petroleum-based products. A number of exhaust VOCs are toxic, with the potential to cause cancer.

Source: FHWA 2017

Appendix K.

Fiscal Constraint and Financial Plan for the 2025 TIP

TABLE 1: REVENUE

Metropolitan Transportation Commission

2025 TIP

(\$'s in 1,000)

| Funding Source/Program | NOTES | 4 YEAR (FTIP Period) | | | | |
|---|-------|----------------------|--------------------|--------------------|--------------------|---------------------|
| | | FY 2025 | FY 2026 | FY 2027 | FY 2028 | TOTAL |
| LOCAL | | | | | | |
| Sales Tax | | \$4,102,680 | \$2,193,747 | \$2,247,138 | \$2,299,940 | \$10,843,505 |
| City | | | | | | |
| County | | \$4,102,680 | \$2,193,747 | \$2,247,138 | \$2,299,940 | \$10,843,505 |
| Gas Tax | | \$879,606 | \$903,355 | \$927,746 | \$952,795 | \$3,663,503 |
| Gas Tax (Subventions to Cities) | | \$477,054 | \$489,934 | \$503,163 | \$516,748 | \$1,986,899 |
| Gas Tax (Subventions to Counties) | | \$402,552 | \$413,421 | \$424,584 | \$436,047 | \$1,676,604 |
| Other Local Funds | | | | | | |
| County General Funds | | | | | | |
| City General Funds | | | | | | |
| Street Taxes and Developer Fees | | | | | | |
| RSTP Exchange funds | | | | | | |
| Transit | | \$561,098 | \$576,248 | \$591,807 | \$607,785 | \$2,336,938 |
| Transit Fares | | \$561,098 | \$576,248 | \$591,807 | \$607,785 | \$2,336,938 |
| Other (See Appendix 1) | | | | | | |
| Local Total | | \$5,543,384 | \$3,673,350 | \$3,766,691 | \$3,860,520 | \$16,843,946 |
| REGIONAL | | | | | | |
| Tolls | | \$1,025,784 | \$1,031,939 | \$1,038,130 | \$1,044,359 | \$4,140,212 |
| Bridge | | \$1,025,784 | \$1,031,939 | \$1,038,130 | \$1,044,359 | \$4,140,212 |
| Corridor | | | | | | |
| Regional Sales Tax | | | | | | |
| Other (See Appendix 2) | | \$822 | | | | \$822 |
| Regional Total | | \$1,026,606 | \$1,031,939 | \$1,038,130 | \$1,044,359 | \$4,141,034 |
| STATE | | | | | | |
| State Highway Operation and Protection Program (SHOPP) ¹ | | \$433,801 | \$852,492 | \$576,215 | \$643,983 | \$2,506,491 |
| SHOPP | | \$433,801 | \$852,492 | \$576,215 | \$643,983 | \$2,506,491 |
| SHOPP Prior | | | | | | |
| State Minor Program | | | | | | |
| State Transportation Improvement Program (STIP) ¹ | | \$47,958 | \$90,914 | \$32,803 | \$106,148 | \$277,823 |
| STIP | | \$47,958 | \$90,914 | \$32,803 | \$106,148 | \$277,823 |
| STIP Prior | | | | | | |
| State Bond | | \$2,642 | \$2,300 | | | \$4,942 |
| Proposition 1A (High Speed Passenger Train Bond Program) | | | | | | |
| Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | \$2,642 | \$2,300 | | | \$4,942 |
| Active Transportation Program (ATP) ¹ | | \$162,381 | \$30,419 | \$82,951 | | \$275,751 |
| Highway Maintenance (HM) Program ¹ | | | | | | |
| Highway Bridge Program (HBP) ¹ | | \$79,844 | \$53,892 | \$377,578 | \$4,160 | \$515,475 |
| Road Repair and Accountability Act of 2017 (SB1) | | \$247,404 | \$35,135 | \$10,951 | \$81,040 | \$374,530 |
| Traffic Congestion Relief Program (TCRP) | | | | | | |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | |
| Local Transportation Climate Adaptation Program (LTCAP) ¹ | | | | | | |
| Other (See Appendix 3) | | \$1,419,354 | \$51,725 | \$27,000 | \$64,014 | \$1,562,093 |
| State Total | | \$2,393,384 | \$1,116,877 | \$1,107,498 | \$899,345 | \$5,517,105 |
| FEDERAL TRANSIT | | | | | | |
| 5307 - Urbanized Area Formula Grants | | \$330,943 | \$339,356 | \$348,518 | \$357,928 | \$1,376,745 |
| 5309 - Fixed Guideway Capital Investment Grants | | \$500,000 | | | | \$500,000 |
| 5309b - New and Small Starts (Capital Investment Grants) | | | | | | |
| 5309c - Bus and Bus Related Grants | | | | | | |
| 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | | |
| 5311 - Formula Grants for Rural Areas | | | | | | |
| 5311f - Intercity Bus | | | | | | |
| 5337 - State of Good Repair Grants | | \$336,956 | \$344,084 | \$306,475 | \$314,750 | \$1,302,266 |
| 5339 - Bus and Bus Facilities Formula Grants | | \$15,649 | \$16,046 | \$16,480 | \$16,925 | \$65,099 |
| FTA Transfer from Prior FTIP | | | | | | |
| Other (See Appendix 4) | | \$22,000 | | | | \$22,000 |
| Federal Transit Total | | \$1,205,547 | \$699,487 | \$671,473 | \$689,603 | \$3,266,111 |
| FEDERAL HIGHWAY | | | | | | |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | \$75,769 | \$77,285 | \$78,821 | \$80,388 | \$312,264 |
| Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | |
| Coordinated Border Infrastructure Program | | | | | | |
| Federal Lands Access Program | | | \$1,704 | \$588 | | \$2,292 |
| Federal Lands Transportation Program | | | | | | |
| GARVEE Bonds Debt Service Payments | | | | | | |
| Highway Infrastructure Program (HIP) | | | | | | |
| High Priority Projects (HPP) and Demo | | | | | | |
| Highway Safety Improvement Program (HSIP) | | \$23,687 | | | | \$23,687 |
| National Highway Freight Program (NHFP) | | | | | | |
| Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | |
| Railway-Highway Crossings Program | | | | | | |
| Recreational Trails Program | | \$918 | | | | \$918 |
| SAFETEA-LU Safe Routes to School (SRTS) | | | | | | |
| Surface Transportation Block Grant Program (STBGP/RSTP) | | \$123,223 | \$126,272 | \$129,144 | \$132,062 | \$510,701 |
| Tribal Transportation Program | | | | | | |
| Carbon Reduction Program (CRP) | | | | | | |
| Promoting Resilient Operations for Transformative (PROTECT) | | | | | | |
| Other (see Appendix 5) | | \$166,213 | \$47,190 | \$7,320 | | \$220,722 |
| Federal Highway Total | | \$389,809 | \$252,450 | \$215,873 | \$212,451 | \$1,070,583 |
| FEDERAL RAIL | | | | | | |
| Other Federal Railroad Administration (see Appendix 6) | | | \$31,000 | | | \$31,000 |
| Federal Railroad Administration Total | | | \$31,000 | | | \$31,000 |
| Federal Total | | \$1,595,357 | \$982,936 | \$887,346 | \$902,054 | \$4,367,693 |
| INNOVATIVE FINANCE | | | | | | |
| TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | |
| Other (See Appendix 7) | | | | | | |
| Innovative Financing Total | | | | | | |
| REVENUE TOTAL | | \$10,558,731 | \$6,805,103 | \$6,799,666 | \$6,706,278 | \$30,869,778 |

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Template Updated: 3/5/24

TABLE 2: PROGRAMMED

Metropolitan Transportation Commission

2025 TIP
(\$'s in 1,000)

| Funding Source/Program | | NOTES | 4 YEAR (FTIP Period) | | | | |
|---|--|-------------|----------------------|--------------------|--------------------|--------------------|---------------------|
| | | | FY 2025 | FY 2026 | FY 2027 | FY 2028 | TOTAL |
| LOCAL | Local Total | | \$2,961,594 | \$425,008 | \$809,613 | \$462,455 | \$4,658,670 |
| REGIONAL | Tolls | | \$276,003 | \$130,913 | | \$18,500 | \$425,416 |
| | <i>Bridge</i> | | \$276,003 | \$130,913 | | \$18,500 | \$425,416 |
| | <i>Corridor</i> | | | | | | |
| | Regional Sales Tax | | | | | | |
| | Other (See Appendix A) | | \$822 | | | | \$822 |
| | Regional Total | | \$276,825 | \$130,913 | | \$18,500 | \$426,238 |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | \$433,801 | \$852,492 | \$576,215 | \$643,983 | \$2,506,491 |
| | <i>SHOPP</i> | | \$433,801 | \$852,492 | \$576,215 | \$643,983 | \$2,506,491 |
| | <i>SHOPP Prior</i> | | | | | | |
| | <i>State Minor Program</i> | | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | \$47,958 | \$90,914 | \$32,803 | \$106,148 | \$277,823 |
| | <i>STIP</i> | | \$47,958 | \$90,914 | \$32,803 | \$106,148 | \$277,823 |
| | <i>STIP Prior</i> | | | | | | |
| | State Bond | | \$2,642 | \$2,300 | | | \$4,942 |
| | <i>Proposition 1A (High Speed Passenger Train Bond Program)</i> | | | | | | |
| | <i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i> | | \$2,642 | \$2,300 | | | \$4,942 |
| | Active Transportation Program (ATP) ¹ | | \$162,381 | \$30,419 | \$82,951 | | \$275,751 |
| | Highway Maintenance (HM) Program ¹ | | | | | | |
| | Highway Bridge Program (HBP) ¹ | | \$79,844 | \$53,892 | \$377,578 | \$4,160 | \$515,475 |
| | Road Repair and Accountability Act of 2017 (SB1) | | \$247,404 | \$35,135 | \$10,951 | \$81,040 | \$374,530 |
| | Traffic Congestion Relief Program (TCRP) | | | | | | |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | | |
| Local Transportation Climate Adaptation Program (LTCAP) ¹ | | | | | | | |
| Other (See Appendix B) | | \$1,419,354 | \$51,725 | \$27,000 | \$64,014 | \$1,562,093 | |
| | State Total | | \$2,393,384 | \$1,116,877 | \$1,107,498 | \$899,345 | \$5,517,105 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | \$22,378 | | | | \$22,378 |
| | 5309 - Fixed Guideway Capital Investment Grants | | \$500,000 | | | | \$500,000 |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | | |
| | 5311 - Formula Grants for Rural Areas | | | | | | |
| | 5311f - Intercity Bus | | | | | | |
| | 5337 - State of Good Repair Grants | | \$102,058 | \$2,606 | | | \$104,664 |
| | 5339 - Bus and Bus Facilities Formula Grants | | | | | | |
| | FTA Transfer from Prior FTIP | | | | | | |
| | Other (See Appendix C) | | \$22,000 | | | | \$22,000 |
| | Federal Transit Total | | \$646,436 | \$2,606 | | | \$649,042 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | \$74,975 | \$77,254 | \$33,543 | | \$185,772 |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | |
| | Coordinated Border Infrastructure Program | | | | | | |
| | Federal Lands Access Program | | | | | | |
| | Federal Lands Transportation Program | | | \$1,704 | \$588 | | \$2,292 |
| | GARVEE Bonds Debt Service Payments | | | | | | |
| | Highway Infrastructure Program (HIP) | | | | | | |
| | High Priority Projects (HPP) and Demo | | | | | | |
| | Highway Safety Improvement Program (HSIP) | | \$23,687 | | | | \$23,687 |
| | National Highway Freight Program (NHFP) | | | | | | |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | |
| | Railway-Highway Crossings Program | | | | | | |
| | Recreational Trails Program | | \$918 | | | | \$918 |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | \$101,613 | \$47,009 | \$11,000 | | \$159,622 |
| | Tribal Transportation Program | | | | | | |
| Carbon Reduction Program (CRP) | | | | | | | |
| Promoting Resilient Operations for Transformative (PROTECT) | | | | | | | |
| Other (see Appendix D) | | \$166,213 | \$47,190 | \$7,320 | | \$220,722 | |
| | Federal Highway Total | | \$367,406 | \$173,157 | \$52,450 | | \$593,012 |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix E) | | | \$31,000 | | | \$31,000 |
| | Federal Railroad Administration Total | | | \$31,000 | | | \$31,000 |
| | Federal Total | | \$1,013,842 | \$206,762 | \$52,450 | | \$1,273,054 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | |
| | Other (See Appendix F) | | | | | | |
| | Innovative Financing Total | | | | | | |
| PROGRAMMED TOTAL | | | \$6,645,645 | \$1,879,561 | \$1,969,561 | \$1,380,300 | \$11,875,067 |

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Template Updated: 3/5/24

TABLE 2: PROGRAMMED - APPENDICES

Metropolitan Transportation Commission
2025 TIP
(\$'s in 1,000)

Appendix A - Regional Other

| Regional Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|-----------------------------|----------------------|---------|---------|---------|---------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| TFCA | \$822 | | | | \$822 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Regional Other Total | \$822 | | | | \$822 |

Appendix B - State Other

| State Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|--|----------------------|-----------------|-----------------|-----------------|--------------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| AHSC | \$3,800 | | | | \$3,800 |
| State Bond - Rail | \$150,000 | | | | \$150,000 |
| SHA | \$21,200 | \$21,200 | \$21,200 | \$21,200 | \$84,800 |
| TIRCP | \$1,231,554 | \$11,030 | | | \$1,242,584 |
| Port and Freight Infrastructure Program (PFIP) | | \$13,500 | | | \$13,500 |
| SB129 | | | \$4,800 | | \$4,800 |
| Other State-SHOPP | | \$4,995 | | | \$4,995 |
| SR84-LATIP | | | | \$41,814 | \$41,814 |
| Urban Greening Grant Program | \$1,400 | | | | \$1,400 |
| CalSTA | \$6,000 | \$1,000 | \$1,000 | \$1,000 | \$9,000 |
| AB178 | \$400 | | | | \$400 |
| SB170 | \$5,000 | | | | \$5,000 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| State Other Total | \$1,419,354 | \$51,725 | \$27,000 | \$64,014 | \$1,562,093 |

Appendix C - Federal Transit Other

| Federal Transit Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|------------------------------------|----------------------|---------|---------|---------|-----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| Passenger Ferry Grant Program | \$22,000 | | | | \$22,000 |
| | | | | | |
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| | | | | | |
| | | | | | |
| Federal Transit Other Total | \$22,000 | | | | \$22,000 |

Appendix D - Federal Highway Other

| Federal Highway Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|--|----------------------|-----------------|----------------|---------|------------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| Carbon Reduction Program (CRP) - Regional | \$9,000 | \$1,429 | \$3,820 | | \$14,249 |
| Community Project Funding - Highway Infrastructure | \$28,062 | \$15,721 | \$1,857 | | \$45,639 |
| Community Project Funding - Transit Infrastructure | \$1,000 | | \$1,643 | | \$2,643 |
| Repurposed Earmarks | \$51 | \$40 | | | \$91 |
| Emergency Relief | \$1,907 | | | | \$1,907 |
| Reconnecting Communities (RCN) | \$30,000 | | | | \$30,000 |
| Safe Streets 4 All (SS4A) | \$50,178 | \$10,000 | | | \$60,178 |
| Areas of Persistent Poverty (AoPP) | \$100 | | | | \$100 |
| RAISE | \$43,000 | \$20,000 | | | \$63,000 |
| Ferry Boat Program | \$2,915 | | | | \$2,915 |
| | | | | | |
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| | | | | | |
| Federal Highway Other Total | \$166,213 | \$47,190 | \$7,320 | | \$220,722 |

Appendix E - Federal Railroad Administration Other

| Federal Railroad Administration Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|--|----------------------|-----------------|---------|---------|-----------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| CRISI | | \$25,000 | | | \$25,000 |
| Railroad Crossing Elimination Grant Program | | \$4,000 | | | \$4,000 |
| Federal Railroad Administration | | \$2,000 | | | \$2,000 |
| | | | | | |
| | | | | | |
| | | | | | |
| Federal Railroad Administration Other Total | | \$31,000 | | | \$31,000 |

Appendix F - Innovative Finance Other

| Innovative Other | 4 YEAR (FTIP Period) | | | | CURRENT TOTAL |
|-------------------------------|----------------------|---------|---------|---------|---------------|
| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | |
| | | | | | |
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| | | | | | |
| Innovative Other Total | | | | | |

TABLE 3: REVENUE-PROGRAMMED

Metropolitan Transportation Commission
2025 TIP
 (\$'s in 1,000)

| Funding Source/Program | | 4 YEAR (FTIP Period) | | | | |
|---|--|----------------------|--------------------|--------------------|--------------------|---------------------|
| | | FY 2025 | FY 2026 | FY 2027 | FY 2028 | TOTAL |
| LOCAL | Local Total | \$2,581,791 | \$3,248,342 | \$2,957,078 | \$3,398,066 | \$12,185,276 |
| REGIONAL | Tolls | \$749,781 | \$901,026 | \$1,038,130 | \$1,025,859 | \$3,714,796 |
| | <i>Bridge</i> | \$749,781 | \$901,026 | \$1,038,130 | \$1,025,859 | \$3,714,796 |
| | <i>Corridor</i> | | | | | |
| | Regional Sales Tax | | | | | |
| | Other | | | | | |
| | Regional Total | \$749,781 | \$901,026 | \$1,038,130 | \$1,025,859 | \$3,714,796 |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | | | | |
| | <i>SHOPP</i> | | | | | |
| | <i>SHOPP Prior</i> | | | | | |
| | <i>State Minor Program</i> | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | | | | |
| | <i>STIP</i> | | | | | |
| | <i>STIP Prior</i> | | | | | |
| | State Bond | | | | | |
| | <i>Proposition 1A (High Speed Passenger Train Bond Program)</i> | | | | | |
| | <i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i> | | | | | |
| | Active Transportation Program (ATP) ¹ | | | | | |
| | Highway Maintenance (HM) Program ¹ | | | | | |
| | Highway Bridge Program (HBP) ¹ | | | | | |
| | Road Repair and Accountability Act of 2017 (SB1) | | | | | |
| | Traffic Congestion Relief Program (TCRP) | | | | | |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | |
| Local Transportation Climate Adaptation Program (LTCAP) ¹ | | | | | | |
| Other | | | | | | |
| | State Total | | | | | |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | \$308,565 | \$339,356 | \$348,518 | \$357,928 | \$1,354,367 |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | |
| | 5311 - Formula Grants for Rural Areas | | | | | |
| | 5311f - Intercity Bus | | | | | |
| | 5337 - State of Good Repair Grants | \$234,898 | \$341,479 | \$306,475 | \$314,750 | \$1,197,602 |
| | 5339 - Bus and Bus Facilities Formula Grants | \$15,649 | \$16,046 | \$16,480 | \$16,925 | \$65,099 |
| | FTA Transfer from Prior FTIP | | | | | |
| | Other | | | | | |
| | Federal Transit Total | \$559,111 | \$696,881 | \$671,473 | \$689,603 | \$2,617,069 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | \$794 | \$31 | \$45,279 | \$80,388 | \$126,492 |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | |
| | Coordinated Border Infrastructure Program | | | | | |
| | Federal Lands Access Program | | | | | |
| | Federal Lands Transportation Program | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | |
| | Highway Infrastructure Program (HIP) | | | | | |
| | High Priority Projects (HPP) and Demo | | | | | |
| | Highway Safety Improvement Program (HSIP) | | | | | |
| | National Highway Freight Program (NHFP) | | | | | |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | |
| | Railway-Highway Crossings Program | | | | | |
| | Recreational Trails Program | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | \$21,610 | \$79,263 | \$118,144 | \$132,062 | \$351,078 |
| | Tribal Transportation Program | | | | | |
| | Carbon Reduction Program (CRP) | | | | | |
| Promoting Resilient Operations for Transformative (PROTECT) | | | | | | |
| Other | | | | | | |
| | Federal Highway Total | \$22,404 | \$79,293 | \$163,423 | \$212,451 | \$477,570 |
| FEDERAL RAIL | Other Federal Railroad Administration | | | | | |
| | Federal Railroad Administration Total | | | | | |
| | Federal Total | \$581,515 | \$776,174 | \$834,896 | \$902,054 | \$3,094,639 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | |
| | Other | | | | | |
| | Innovative Financing Total | | | | | |
| REVENUE - PROGRAMMED TOTAL | | \$3,913,086 | \$4,925,542 | \$4,830,105 | \$5,325,979 | \$18,994,712 |

Template Updated: 3/5/24

Appendix L.

Transit Financial Capacity Assessment

2025 TIP Financial Capacity Assessment

Regional Summary

Background

Over 25 public transit agencies serve the San Francisco Bay Area, providing bus, ferry boat, light rail, heavy rail and paratransit services to the region’s nearly 8 million residents. The seven largest transit agencies represent 93% of the total transit operating costs in the Bay Area and carry 95% of the region’s passenger trips. The table below provides a snapshot of operating and service statistics for Bay Area transit operators. Statistics below are from FY 2022-23, during which time transit operations and ridership continued to be impacted by the COVID-19 pandemic. Bay Area transit operators continue to adapt and evolve their operations as they seek sustainability in a post-pandemic environment.

| Table 1. San Francisco Bay Area Transit Provider Statistics* <i>(1,000s)</i> | | | | |
|--|--|--------------------------------|-----------------------------|--------------------------|
| Operator | Service Characteristics | Annual Operating Budget | Annual Revenue Hours | Annual Passengers |
| AC Transit | Motor Bus | \$544,784 | 1,900 | 34,999 |
| BART | Heavy Rail, Hybrid Rail, Automated Guideway | \$859,989 | 2,794 | 51,695 |
| Caltrain | Commuter Rail | \$132,715 | 216 | 4,055 |
| GGBHTD | Bus and Ferry | \$119,686 | 144 | 2,348 |
| SamTrans | Motor Bus | \$209,541 | 652 | 8,732 |
| SFMTA | Bus, Cable Car, Light Rail | \$1,010,995 | 3,302 | 137,352 |
| VTA | Motor Bus and Light Rail | \$483,238 | 1,758 | 23,128 |
| Small Operators | Motor Bus, Ferry, Commuter Rail, Hybrid Rail | \$266,584 | 1,328 | 12,396 |
| Total | | \$3,627,533 | 11,879 | 274,705 |

**FY 2022-23 data from operator Transportation Development Act claims to MTC. Total may not sum correctly due to rounding.*

The impacts of the COVID-19 pandemic on transit service, ridership, and revenue have been unprecedented. While ridership has rebounded since the last TIP Financial Capacity Assessment developed in 2022 for the 2023 TIP, transit ridership across all operators remains at approximately 65% of 2019 levels. Transit operators that are reliant on passenger fare revenues for a significant portion of their budget have been particularly impacted financially, while almost all transit operators face a highly uncertain operating financial outlook over the coming decade.

While emergency federal transit operations funding amounting to over \$4 billion in the Bay Area since early 2020 (provided by the Coronavirus Aid, Relief, and Economic Security Act (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and the American Rescue Plan (ARP))

has provided critical support to sustain transit operations, a clear path to long-term financial and operational sustainability remains unclear at this time. CARES, CRRSAA, and ARP funding is mostly depleted; however, amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. MTC has also identified a maximum of \$300 million in currently unprogrammed funds that could be redirected to support transit operations. These sources include FTA Formula Funds, eligible bridge tolls, population-based State Transit Assistance funds, and federal highway funds that are suballocated to MTC and support MTC’s One Bay Area Grant program.

This recent influx in state and regional funding will however only sustain operations in the near term, and new sources of operating funding will be required. Over the coming years, MTC and transit operators will continue to deliver on the recommendations of the Blue Ribbon Transit Recovery Task Force’s 2021 Transit Transformation Action Plan to improve the transit system and build a strong foundation for ridership recovery. Additionally, MTC is currently working closely with state legislators and Bay Area transit operators to develop a ballot measure to raise additional revenues for transit operations and other critical priorities, which would be placed on the ballot as early as 2026.

Projections – Transit Operating and Capital

As part of the San Francisco Bay Area’s current long-range transportation plan—*Plan Bay Area 2050*—MTC estimated the total cost to operate and maintain transit services at pre-COVID-19 pandemic levels over the 30-year plan period (FY 2020-21 through FY 2049-50). Between Fiscal Year 2020-21 and FY 2049-50, operating and capital replacement costs for Bay Area transit providers are projected to total \$293 billion. This includes \$82 billion for capital replacement needs necessary to achieve a state of good repair plus \$211 billion in operating costs.

Transit Capital

The *Plan Bay Area 2050* work serves as a basis for the projected capital needs and revenues contained in this Financial Capacity Assessment. However, the projections developed for *Plan Bay Area 2050* were primarily developed before the COVID-19 pandemic. Given the significant fiscal uncertainties for public transit in both the near and long-terms, it remains unclear if the timing and scale of these capital needs will manifest as expected in the *Plan Bay Area 2050* forecast. Of particular concern is the current level of inflation, which peaked at around nine percent in 2022, and remains at around 3 percent, higher than the average pre-pandemic level of inflation. This will result in significantly higher costs than initially forecasted.

The table below shows the consolidated rehabilitation and maintenance needs of the region’s transit operators for vehicle replacement, systems and fixed guideway rehabilitation/replacement. Since needs vary significantly from year to year, MTC caps the annual investment in guideway elements for each operator at a calculated level. This allows for a steady funding stream so that operators can plan for anticipated guideway needs and it provides capacity for other needs in a given funding cycle.

**Table 2. San Francisco Bay Area Transit Capital Core Rehab/Replacement Needs*
(1,000 YOES)**

| Category | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | 4-Year Total |
|-------------------|------------|------------|-------------|------------|--------------|
| Guideway Elements | \$342,799 | \$342,684 | \$377,076 | \$527,418 | \$1,589,977 |
| Vehicles | \$199,503 | \$317,109 | \$463,272 | \$510,323 | \$1,490,207 |
| Systems | \$273,927 | \$359,507 | \$1,086,060 | \$169,334 | \$1,888,828 |

| | | | | | |
|--------------|-----------|-------------|-------------|-------------|-------------|
| Total | \$816,229 | \$1,019,300 | \$1,926,408 | \$1,207,076 | \$4,969,012 |
|--------------|-----------|-------------|-------------|-------------|-------------|

**Needs data sourced from Plan Bay Area 2050 Transit Capital Needs Assessment. Total may not sum correctly due to rounding.*

MTC estimates that approximately \$5 billion in transit capital maintenance needs exist in all project categories within the 2025 TIP period. Projections developed for the MTC Transit Capital Priorities program indicate that sufficient revenue is anticipated to fully fund vehicle and fixed guideway needs.

Transit Operations

Estimates of operating needs for the Bay Area’s transit operators are based on a forecast developed using actual operating revenues and expenditures during FY 2023-24. The data for the operating needs forecast is derived from transit operators’ claims under the Transportation Development Act (TDA) as submitted to MTC. Because of the change in commuting patterns in the wake of the COVID-19 pandemic affecting fare revenue, and uncertain economic conditions impacting other revenue sources, it remains uncertain how much revenue will be available to support transit operations over the coming years. This assessment includes the projected annual operating costs and estimated revenues for each of the region’s seven largest operators. Additionally, it provides consolidated information for the region’s smaller operators, who collectively account for approximately seven percent of the region's total operating costs.

For some operators, federal, state, or regional shortfall relief funding is expected to make up a significant portion of their revenue over the period of analysis. Over the last several years, a large amount of federal funding has supported transit operations in the Bay Area but this funding is expected to run out over the next few years. MTC staff worked closely with transit operators to advocate for additional funding from the State to address anticipated transit operating shortfalls and the State Budget Bill provided a lifeline through the end of FY 2025-26. MTC is now working to address the shortfalls through FY 2027-28 through avenues such as a regional ballot measure to raise additional revenues for transit operations and implementation of cost-saving efficiency measures.

Conclusion

Attachment L-1 lists the major transit capital projects included in the 2025 TIP. Of the \$46.6 billion in total project costs, \$11.8 billion is programmed during the active years of the 2025 TIP, including \$5.2 billion programmed in 2025 for transit capital costs.

Many operators have already assumed local match requirements within their projected operating expenses for a given fiscal year. It should be noted that funding to support some of the large-cost projects shown in Attachment L-1 is expected to become available from future sources such as Federal Transit Administration (FTA) New Starts/Core Capacity grants or California’s Transit and Intercity Rail Capital Program (TIRCP).

The impacts of the COVID-19 pandemic on public transit operations and revenues make it challenging for MTC to forecast with a level of certainty that Bay Area transit operators will be able to continue to operate transit service at current levels, much less the levels operated before the pandemic over the 2025 TIP period. Where deficits are shown, MTC will provide flexibility to operators to shift capital funding to operating as necessary and if feasible. The recovery of transit operating revenues to levels necessary to sustainably return to pre-pandemic operating service levels is contingent on numerous unknowns, including the state of the Bay Area economy, the prevalence of work from home/hybrid work policies, the level of domestic and international tourism, and the potential availability of new funding for transit from local, regional, state, and/or federal sources.

**Attachment L-1
2025 TIP Transit Capital Projects-- Regional Summary**

| Sponsor | Project Title | Total Project Cost | 2025 TIP Cost |
|--|--|---------------------------|----------------------|
| AC Transit | AC Transit: Purchase 50 40-ft Diesel Buses | \$35,219,476 | \$0 |
| | Tempo Quick Build Transit Lane Delineation | \$440,000 | \$0 |
| | AC Transit: Quick Builds Transit Lanes | \$1,651,065 | \$0 |
| | AC Transit: D6 Construct Hydrogen Fueling Infrastructure | \$13,894,358 | \$0 |
| | Fruitvale Corridor Transit Signal Priority (TSP) P | \$4,964,000 | \$4,964,000 |
| | AC Transit: Training and Education Center (TEC) Mo | \$19,275,684 | \$0 |
| | AC Transit: Purchase 42 40ft Urban Fuel Cell Buses | \$62,102,750 | \$0 |
| | MacDonald Avenue Transit Signal Priority - Phase 1 | \$3,672,500 | \$0 |
| | Foothill Corridor Planning Study | \$2,194,341 | \$0 |
| | AC Transit: Purchase 23 40ft Urban Buses - Diesel | \$11,153,321 | \$0 |
| | AC Transit: Purchase 24 40ft Urban Diesel Buses | \$13,185,000 | \$0 |
| | Purchase 23 60ft Artic Fuel Cell Buses | \$36,846,000 | \$0 |
| | AC Transit: Rehabilitate Maintenance Bays for ZEBs | \$6,947,179 | \$0 |
| | AC Transit: Purchase 10 40ft Zero-Emission Buses | \$17,650,000 | \$0 |
| | AC Transit: Paratransit Van Replacement | \$36,081,176 | \$0 |
| BART | BART: Fare Collection Equipment | \$126,701,810 | \$9,000,000 |
| | BART-Elevator Renovation Program | \$64,892,914 | \$12,960,016 |
| | DT Berkeley BART Station Elevator Modernization | \$10,000,000 | \$2,000,000 |
| | Hayward Fleet Maintenance Facilities | \$910,000,000 | \$0 |
| | Dublin/Pleasanton Access Improvements | \$15,723,999 | \$0 |
| | BART Police Department Headquarters Project | \$200,000,000 | \$199,000,000 |
| | BART Train Control Renovation | \$327,196,209 | \$20,352,165 |
| | BART: Traction Power System Renovation | \$294,754,310 | \$20,700,000 |
| | BART: Rail, Way and Structures Program | \$397,633,690 | \$21,757,500 |
| | Concord BART Station Modernization | \$13,000,000 | \$0 |
| | BART: Railcar Procurement Program | \$2,727,439,447 | \$0 |
| | BART Transbay Core Capacity Improvements | \$3,510,700,000 | \$0 |
| | BART Variable Parking Pricing | \$1,295,606 | \$0 |
| | Link21 - Phase 1: Program Development | \$1,000,000,000 | \$209,000,000 |
| | Embarcadero Stn: New North-Side Platform Elevator | \$25,039,845 | \$0 |
| Electric Vehicle Charging at BART Stations | \$6,793,969 | \$5,664,408 | |
| Caltrain | Caltrain Mini-High Platform Improvements | \$575,000 | \$0 |
| | Caltrain Electrification | \$2,442,690,696 | \$0 |
| | San Francisco Railyards TOC Implementation Strategy | \$1,025,000 | \$0 |
| | Caltrain Systemwide Track Rehab and Related Struct | \$251,985,918 | \$0 |
| | Caltrain: Signal/Communication Rehab. & Upgrades | \$57,788,623 | \$0 |
| | Caltrain TVM Rehab and Clipper Functionality | \$9,658,256 | \$0 |
| | Peninsula Corridor Electrification Expansion | \$203,638,000 | \$0 |
| | Caltrain Railcar Replacement | \$38,000,000 | \$0 |

| | | | |
|----------|---|-----------------|--------------|
| | Fencing for Caltrain Right of Way | \$904,000 | \$0 |
| GGBHTD | Golden Gate Bridge Seismic Retrofit, Phase 3B | \$1,033,530,092 | \$51,060,990 |
| | Golden Gate Bridge-Suicide Deterrent Safety Barrier | \$243,812,052 | \$0 |
| | GGBHTD: Facilities Rehabilitation | \$30,982,270 | \$0 |
| | GGBHTD - Transit Systems Enhancements | \$4,654,214 | \$0 |
| | GGBHTD Ferry Major Components Rehab | \$39,304,928 | \$0 |
| | San Rafael Transit Center Relocation | \$71,181,716 | \$0 |
| | Golden Gate Ferry: New Vessel | \$30,000,000 | \$0 |
| | GGBHTD Replacement Ferry CARB Compliance | \$162,992,000 | \$7,500,000 |
| | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A | \$371,713,602 | \$0 |
| | GGBHTD ZEB Infrastructure | \$44,265,215 | \$0 |
| | GGBHTD - Zero Emissions Bus Replacement | \$8,057,000 | \$0 |
| SamTrans | SamTrans Express Bus Service | \$36,502,574 | \$0 |
| | SamTrans Bus Replacement | \$167,550,000 | \$0 |
| | SamTrans Paratransit Vehicle Replacements | \$7,832,489 | \$0 |
| | SamTrans South Base BEB Charging Infrastructure | \$50,350,000 | \$0 |
| | El Camino Real Mid-County Multimodal Corridor Plan | \$460,000 | \$0 |
| SFMTA | SF Muni Third St LRT Phase 2 - New Central Subway | \$1,601,121,562 | \$0 |
| | SFMTA: Train Control & Trolley Signal Rehab/Replace | \$284,134,791 | \$12,042,000 |
| | Historic Streetcar Extension to Fort Mason | \$68,886,966 | \$0 |
| | Geary Bus Rapid Transit | \$300,000,000 | \$0 |
| | Oakdale Caltrain Station | \$2,050,000 | \$2,000,000 |
| | Light Rail Vehicle Procurement | \$1,126,961,234 | \$4,850,000 |
| | Transit Center in Hunters Point | \$22,000,000 | \$0 |
| | Geneva Harney BRT Infrastructure: Central Segment | \$24,230,000 | \$0 |
| | Geneva Harney BRT Infrastructure - Eastern Segment | \$50,924,000 | \$21,205,000 |
| | SFMTA: Paratransit Vehicle Replacements | \$24,050,014 | \$0 |
| | SFMTA: Motor Coach Mid-Life Overhaul | \$190,457,268 | \$71,791,000 |
| | SFMTA: Rehab Historic Streetcars | \$68,766,108 | \$0 |
| | SFMTA - Core Capacity Program | \$56,691,000 | \$42,507,000 |
| | Central Embarcadero Safety Project | \$10,695,000 | \$7,320,000 |
| | 29 Sunset Improvement Project | \$16,620,392 | \$11,853,589 |
| | SFMTA Facility Development -- Battery Electric Bus | \$238,357,490 | \$0 |
| | Muni Forward Five-Minute Network Corridor Planning | \$3,431,605 | \$3,431,605 |
| | Bayview Multimodal Community Corridor | \$15,445,000 | \$13,668,000 |
| | Western Addition Safe Streets | \$22,016,605 | \$19,441,605 |
| | Pay or Permit Parking Program Expansion | \$1,687,564 | \$1,687,564 |
| | Howard Streetscape Improvement Project | \$48,744,000 | \$44,244,000 |
| | Third Street Dynamic Traffic Signal Optimization | \$2,259,121 | \$0 |
| | I-280 Ocean/Geneva Interchange Improve. at Balboa | \$34,050,000 | \$350,000 |
| | SF Muni Rail, Way & Structures Program | \$328,051,226 | \$0 |
| | SFMTA: Cable Car Vehicle Renovation Program | \$32,807,675 | \$0 |

| | | | |
|-----|--|------------------|-----------------|
| | SFMTA Overhead Line Recon and Traction Power Prog | \$224,332,333 | \$0 |
| | Cable Car Traction Power & Guideway Rehab | \$114,220,977 | \$0 |
| VTA | BART - Berryessa to San Jose Extension | \$11,786,715,000 | \$3,586,898,000 |
| | VTA: Standard and Small Bus Replacement | \$421,397,005 | \$0 |
| | VTA: Rail Replacement Program | \$102,412,465 | \$0 |
| | Eastridge to BART Regional Connector (EBRC) | \$652,946,489 | \$115,354,595 |
| | SR 152 New Trade Corridor | \$50,000,000 | \$0 |
| | SR 85 Express Lanes | \$237,000,000 | \$0 |
| | Santa Clara County - US 101 Express Lanes | \$480,508,000 | \$17,670,000 |
| | VTA Track Intrusion Abatement | \$14,292,750 | \$0 |
| | I-280/Winchester Blvd Interchange Improvement | \$228,700,000 | \$15,270,000 |
| | VTA: Paratransit Vehicle Procurement | \$18,794,979 | \$0 |
| | VTA: Non-Revenue Vehicle Procurement | \$2,401,261 | \$0 |
| | I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge | \$11,242,000 | \$0 |
| | Hwy. Transp Operations System/FPI Phase 1 & 2 | \$20,000,000 | \$0 |
| | US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp | \$242,000,000 | \$12,600,000 |
| | US 101/Buena Vista Avenue Interchange Improvement | \$34,000,000 | \$1,000,000 |
| | I-280/Wolfe Road Interchange Improvement | \$103,396,000 | \$83,866,000 |
| | US 101/San Antonio Rd/Charleston/Rengstorff IC Imp | \$192,000,000 | \$0 |
| | US 101/SR 25 Interchange - Phase 1 | \$101,200,000 | \$0 |
| | SR 17 Congestion Relief in Los Gatos | \$51,000,000 | \$7,803,000 |
| | VTA: HVAC Replacement | \$4,849,145 | \$0 |
| | VTA: Guadalupe Steam Rack Improv & Liner Replace | \$3,200,000 | \$0 |
| | US 101/SR 152/10th Ramp and Intersection Imp. | \$50,000,000 | \$500,000 |
| | VTA Rail Substation Rehab/Replacement | \$13,900,000 | \$0 |
| | VTA Electronic Locker Upgrade and Replacement | \$2,187,000 | \$0 |
| | SR 237/Lawrence Expressway/Carribbean Dr IC Imp | \$72,050,000 | \$0 |
| | US 101/Ellis Street Interchange Improvement | \$24,900,000 | \$1,400,000 |
| | SR-17 Bike/Ped Trail and Wildlife Crossing | \$37,550,000 | \$15,500,000 |
| | N 1st/Tasman EB Track Switch Mod - TSP Enhancement | \$2,600,000 | \$0 |
| | SR 237 Westbound On-Ramp at Middlefield Rd. | \$30,000,000 | \$5,500,000 |
| | US 101/SR 25/Santa Teresa Boulevard Extension | \$32,182,816 | \$27,100,000 |
| | Cerone Operations Command and Control Center | \$56,285,523 | \$0 |
| | Transit Reliability Imp and Performance System | \$4,082,328 | \$0 |
| | Wheels on the Bus – Real-Time Data (RTD) | \$500,616 | \$0 |
| | Monterey Road Transit Lane | \$10,649,555 | \$0 |
| | Expand Cerone Bus Yard for Electric Vehicles | \$36,390,625 | \$0 |
| | Expand Chaboya Bus Yard for Electric and Fuel Cell | \$78,370,000 | \$0 |
| | Bascom Avenue Complete Street (I-880 to Hamilton) | \$46,685,000 | \$39,103,000 |
| | Transit Center Park and Ride and Bus Stop Rehab | \$2,000,000 | \$0 |
| | Facilities Maintenance Equipment Program | \$2,177,625 | \$0 |
| | Homestead Road Safe Routes to School | \$18,086,562 | \$0 |

| | | |
|--|-------------------------|------------------------|
| Safety Enhancements at Grade Crossings | \$8,830,436 | \$0 |
| Light Rail Station Rehabilitation FY24-FY25 | \$5,370,000 | \$0 |
| Fiber Optics Replacement Program | \$11,350,000 | \$0 |
| Guadalupe Elevator and Escalator Drainage Improvem | \$1,025,000 | \$0 |
| Guadalupe 2nd Entrance | \$7,347,500 | \$0 |
| Access Controls & CCTV Capability Expansion | \$3,375,000 | \$0 |
| Audio Frequency Train Activated Circuit (AFTAC) Re | \$3,000,000 | \$0 |
| Advanced Passenger Management Project | \$1,739,000 | \$0 |
| Palo Alto Avenue Grade Separation Project | \$2,500,000 | \$0 |
| Large Operator Total | \$35,476,079,586 | \$4,765,174,037 |
| Other Transit Operators Total | \$11,074,316,455 | \$434,214,915 |
| Total | \$46,550,396,041 | \$5,199,388,952 |

Note: Includes rehabilitation/maintenance and expansion projects.

Attachment L-2 – Operator Summaries

Alameda Contra Costa Transit District (AC Transit)

Operator Background & Budget

The Alameda-Contra Costa Transit District is the third-largest public bus system in California, serving an area of over 360 square miles with more than 100 bus lines. AC Transit serves nearly 300,000 daily riders in 13 East Bay cities and adjacent unincorporated areas in Alameda and Contra Costa counties. The routes connect with 16 other public and private bus systems, 25 Bay Area Rapid Transit stations, six Amtrak stations, three ferry terminals, and Oakland International Airport. Service includes local lines, Transbay routes, Rapid routes, Tempo Bus Rapid Transit service, Dumbarton Express, Paratransit, and Supplementary Service to Schools.

The transit system has experienced a decline in ridership due to the COVID-19 pandemic but expects to see a steady recovery in ridership over the next few years. AC Transit has surpassed 50% of pre-pandemic ridership levels and continues to see ridership growth, though lagging farebox revenues continue to be a challenge for the agency.

The Adopted FY 2023-24 Operating Budget is balanced, with projected revenue of \$569 million, representing a slight increase from the previous year. Farebox revenue is expected to increase by 9.4% due to a gradual increase in ridership, while property and parcel taxes are budgeted at \$167.3 million, and sales taxes are projected to increase by 3.5%. Other federal, state, and local revenues are expected to increase by 18.9%, primarily due to an increase in state transit assistance funding, offsetting a 42.6% projected decrease in federal emergency funds. The Adopted FY 2023-24 Capital Budget includes a projected spending plan of \$114.8 million, comprised of \$95.8 million in grant funds and \$18.9 million in District Capital funds.

AC Transit has launched the Realign Plan to evaluate every bus line in response to pandemic-induced changes in public transit patterns. The plan will incorporate rider feedback through surveys, meetings, and one-on-one conversations and assess the movement of its fleet across 13 cities and unincorporated areas. AC Transit is committed to providing a sustainable, reliable, and convenient transit system and is exploring new technologies and innovative solutions to achieve this long-term vision.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2025 TIP have been accounted for within AC Transit's operating costs.

**TIP Financial Capacity Assessment – Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information**

**AC Transit
(1,000s, YOES)**

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|------------|------------|-------------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| Total Operational Needs | \$556,324 | \$571,345 | \$586,771 | \$602,614 | \$2,317,054 |
| Revenue | | | | | |
| Fare Revenue | \$33,663 | \$34,572 | \$35,506 | \$36,464 | \$140,206 |
| Non-Fare Operating Revenue | \$19,029 | \$19,542 | \$20,070 | \$20,612 | \$79,252 |
| TDA | \$110,857 | \$113,850 | \$116,924 | \$120,081 | \$461,713 |
| STA | \$54,768 | \$56,247 | \$57,765 | \$59,325 | \$228,105 |
| AB1107 | \$53,404 | \$54,846 | \$56,327 | \$57,848 | \$222,424 |
| Local Sales Tax (non-TDA) | \$102,323 | \$105,085 | \$107,923 | \$110,837 | \$426,167 |
| Property Tax | \$171,768 | \$176,405 | \$181,168 | \$186,060 | \$715,401 |
| Federal, State, and Regional Shortfall Funding | \$4,000 | \$28,569 | \$0 | \$0 | \$0 |
| Other | \$11,404 | \$0 | \$16,247 | \$16,686 | \$64,158 |
| Total Revenue | \$561,215 | \$587,117 | \$591,930 | \$607,912 | \$2,337,426 |

Bay Area Rapid Transit District (BART)

Operator Background & Budget

Bay Area Rapid Transit (BART) is primarily a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART serves Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. BART serves high-frequency urban markets as well as lower-frequency suburban markets.

Prior to the COVID-19 pandemic, fares funded most of BART's operations. In FY19, fare revenue and parking fees provided \$520M in revenue or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$240M (26% of operating expense) in FY24.

BART's adopted operating budget for FY24 is \$1.08 billion. As part of the FY23-24 budget process, BART adopted its first two-year budget. By moving to this practice, BART will plan costs over a longer time horizon, allowing for greater transparency and more thoughtful fiscal planning. FY25 forecasts show ridership beginning at 48% and ending at around 50% of pre-pandemic levels. BART estimates that budget shortfalls will be filled with federal funds until some point in FY25, when BART must draw from additional revenue sources.

BART is endeavoring to improve safety and cleanliness systemwide, installing new fare gates, and bringing more Fleet of the Future trains into service. BART has now fully retired their legacy fleet, with all service now operated by Fleet of the Future trains. BART has also reworked their service schedule to better fit the post-pandemic commute environment, adding more service at off-peak and weekend times, while providing less peak-time service, recognizing that while neither peak nor off peak ridership has returned, a higher proportion of off-peak ridership has returned. BART is also surveying riders through the Customer Satisfaction Survey, which is a tool to help BART prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars every two years to determine how well BART is meeting customers' needs and expectations.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to ongoing decreased demand for travel to job rich areas like downtown San Francisco and Oakland, as well as an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2025 TIP have been accounted for within BART's operating costs.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information
BART
(1,000s, YOES)**

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|-------------|-------------|-------------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| Total Operational Needs | \$958,720 | \$984,606 | \$1,011,190 | \$1,038,492 | \$3,993,008 |
| Revenue | | | | | |
| Fare Revenue | \$231,520 | \$237,771 | \$244,190 | \$250,784 | \$964,264 |
| Non-Fare Operating Revenue | \$37,210 | \$38,215 | \$39,246 | \$40,306 | \$154,977 |
| STA | \$55,742 | \$57,247 | \$58,793 | \$60,380 | \$232,161 |
| AB1107 | \$266,723 | \$273,925 | \$281,321 | \$288,916 | \$1,110,884 |
| Local Sales Tax (non-TDA) | \$7,361 | \$7,560 | \$7,764 | \$7,974 | \$30,658 |
| Property Tax | \$62,852 | \$64,549 | \$66,292 | \$68,082 | \$261,776 |
| Federal, State, and Regional Shortfall Funding | \$328,667 | \$337,541 | \$346,655 | \$356,014 | \$1,368,877 |
| Other | \$(31,355) | \$(32,201) | \$(33,071) | \$(33,964) | \$(130,591) |
| Total Revenue | \$958,720 | \$984,606 | \$1,011,190 | \$1,038,492 | \$3,993,008 |

Peninsula Corridor Joint Powers Board (Caltrain)

Operator Background & Budget

The Peninsula Corridor Joint Powers Board (JPB) — consisting of representatives from San Francisco, San Mateo, and Santa Clara counties — oversees the operation of Caltrain, which provides commuter rail service between San Francisco and San Jose with additional service to Gilroy in southern Santa Clara County. Under contract with TransitAmerica Services Inc., Caltrain operates 134 commuter rail vehicles and 29 locomotives operating approximately 50 trips in each direction along the Peninsula.

Ridership on Caltrain reached a record high in 2016 with almost 67,000 daily riders on average. Before the COVID-19 pandemic fare revenues accounted for nearly 70% of Caltrain's operating revenue. In November 2020 voters in San Francisco, San Mateo, and Santa Clara counties approved Measure RR, a 1/8 cent sales tax in the three counties and the first dedicated source of operating revenue in the history of Caltrain. Revenue from Measure RR is expected to provide approximately \$100 million per year for the agency. Caltrain has also traditionally relied on JPB member contributions to fund a portion of its operating costs, however the approval of Measure RR has led to a reduction in contributions from the JPB member counties.

The principal capital project Caltrain has been engaged in over recent years is the Caltrain Electrification Program, which includes electrification and other projects that will upgrade the performance, efficiency, capacity, safety and reliability of Caltrain's service. Electrification provides the foundation that future improvements are based on, including full conversion to an electric fleet as well as platform and station improvements. Electrification of the system between San Francisco and San Jose will improve Caltrain's limited capacity to run additional trains and carry more passengers and operate a more frequent and reliable service. The electrification of the line was completed in April 2024, and electrified trains will provide their first passenger service in Fall 2024.

As of April 2024 Caltrain ridership remains below levels seen before the COVID-19 pandemic. Because Caltrain relied on passenger fare revenue for nearly 70% of its operating costs before the pandemic the loss of ridership has created uncertainty about the level of funding that will be available to Caltrain over the coming years. The approval of Measure RR, a sales tax in San Francisco, San Mateo, and Santa Clara counties, has helped to cover a portion of the funding gap left by ridership losses. However, to maintain existing service levels, additional sources of funding must be identified.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to an uncertain economic outlook. Given Caltrain's reliance on passenger fares from a pre-pandemic ridership focused on trips to major employment centers on the Peninsula, in San Francisco and in San Jose it remains uncertain at this time how much ridership will recover and the corresponding fare revenue that will be available to support Caltrain's operations.

TIP Financial Capacity Assessment – Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information
Caltrain
(1,000s, YOES)

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|------------|------------|-----------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| <i>Total Operational Needs</i> | \$156,902 | \$161,138 | \$165,489 | \$169,957 | \$653,487 |
| Revenue | | | | | |
| Fare Revenue | \$47,961 | \$49,256 | \$50,586 | \$51,952 | \$199,754 |
| Non-Fare Operating Revenue | \$1,956 | \$2,009 | \$2,064 | \$2,119 | \$8,148 |
| Measure RR | \$78,489 | \$80,607 | \$82,784 | \$84,018 | \$325,899 |
| Federal, State, and Regional Shortfall Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other | \$28,496 | \$29,266 | \$30,056 | \$30,867 | \$118,686 |
| <i>Total Revenue</i> | \$156,902 | \$161,138 | \$165,489 | \$169,957 | \$653,487 |

Golden Gate Bridge, Highway and Transportation District (GGBHTD)

Operator Background & Budget

The Golden Gate Bridge, Highway and Transportation District (GGBHTD) is a special district of the State of California that operates and maintains the Golden Gate Bridge and provides transit service between and within Marin, Sonoma and San Francisco Counties. GGBHTD operates two primary transit services: Golden Gate Transit and Golden Gate Ferry. Before the COVID-19 pandemic its fleet of transit vehicles consisted of seven ferry boats and 181 buses. Golden Gate Transit bus services include regional and local routes. Regional routes are controlled and operated by GGBHTD, and local routes are operated by GGBHTD under contract with Marin Transit. GGBHTD sets fare policy and service levels for regional service, and Marin Transit sets fare policy and determines service levels for all service that begins and ends within Marin County.

The FY2023-24 Adopted Operating Budget for the Bus and Ferry divisions is \$170.5 million, up 21% from FY2022-23's \$140.7 million expenses. Anticipated District revenue of \$216.4 million is 4.3% higher than the FY2022-23 actual revenue of \$207.5 million, driven by increased Toll Revenue \$1.9M, Transit Fare Revenue \$1.5M, State Operating Assistance \$4.7M, Investment Interest Income \$0.9M, Marin Transit Service \$0.9M, offset by \$1.0M loss in other operating income. The budget's equilibrium relies on \$55.0 million in ARP funding, contributing a projected \$9.1 million positive impact on financial reserves. While aligned with the 2014 Strategic Financial Plan, ongoing development of a new District-wide Strategic Plan is in progress. With one-time federal funding, the budget serves as a temporary baseline, with potential future actions to address lingering pandemic-related revenue drops for long-term financial stability and reserve replenishment.

With an additional \$50,000 secured from FTA and local grants, the budget for Project 2114 – CAD/AVL Clipper Integration – has increased from \$943,620 to \$993,620. This initiative aims to seamlessly incorporate the Next Generation Clipper system, reducing manual errors and underscoring the District's commitment to improved service and innovation. The extension of Route 130 serves to enhance transportation access for the Canal community, facilitating connections to essential destinations and enhancing local mobility. Furthermore, a Ferry destination campaign was launched to elevate holiday ridership, encouraging Bay Area shopping, dining, and exploration via ferry. In the 2022-23 fiscal year, the District introduced extra ferry trips and adjusted schedules to align with SMART arrivals and departures in Larkspur, driven by the uptick in ridership.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2025 TIP have been accounted for within GGBHTD's operating costs.

TIP Financial Capacity Assessment –Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information
GGBHTD
(1,000s, YOES)

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|------------|------------|-----------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| Total Operational Needs | \$154,476 | \$158,647 | \$162,930 | \$167,329 | \$643,382 |
| Revenue | | | | | |
| Fare Revenue | \$19,214 | \$19,733 | \$20,266 | \$20,813 | \$80,026 |
| Non-Fare Operating Revenue | \$800 | \$821 | \$843 | \$866 | \$3,331 |
| TDA | \$12,894 | \$13,242 | \$13,600 | \$13,967 | \$53,703 |
| STA | \$16,828 | \$17,283 | \$17,749 | \$18,229 | \$70,089 |
| Federal, State, and Regional Shortfall Funding | \$52,568 | \$53,987 | \$55,445 | \$56,942 | \$218,943 |
| Other | \$56,599 | \$58,127 | \$59,697 | \$61,308 | \$235,731 |
| Bridge Toll | \$48,140 | \$49,440 | \$50,775 | \$52,146 | \$200,502 |
| Total Revenue | \$154,476 | \$158,647 | \$162,930 | \$167,329 | \$643,382 |

San Francisco Municipal Transportation Agency (SFMTA)

Operator Background & Budget

The San Francisco Municipal Transportation Agency (SFMTA) provides transit service to the City and County of San Francisco using five different modes: motorcoach, trolley coach, light rail, cable car, and historic streetcar. Serving a mostly urban market within the city's 49 miles squared land area, its service area has remained consistent and includes several lines of service to the northern reaches of its neighboring county of San Mateo. Like all operators, SFMTA suffered ridership loss during the pandemic, temporarily suspended, or reduced many services, and is taking steps to reintroduce services as ridership recovers. SFMTA's budget increase reflects planned service increases and is on par with other operators in the Bay Area.

SFMTA shows promising signs of ridership recovery. In the month of September 2023, the operator saw its highest ridership month since the beginning of the pandemic with reported averages of 478,000 weekday passenger trips, 360,000 Saturday trips, and 340,000 Sunday trips. SFMTA continues to utilize short-term experimental fare instruments that aim to not only encourage ridership but respond to the changing usage patterns such as the 10-Trip Pass, and Monthly "Fare Cap" on single ride trips in a calendar month, and the extension of the "Free Muni for all Youth under 19" pilot program into FY 2023-24.

SFMTA relies on funding from the City and County of San Francisco General Fund, parking fee/fine, and land development impact fee revenues for the majority of its funding. Due to the negative impacts of the COVID-19 pandemic on the General Fund as well as reduced parking revenues, the SFMTA is facing significant operating budget challenges over the coming years. Before the pandemic passenger fare revenues provided approximately 20% of SFMTA's annual operating budget.

Despite the challenge of operating transit in San Francisco in a post-pandemic environment, SFMTA is the region's largest transit agency by ridership, carrying over 400,000 riders on an average weekday as of March 2024, and remains a critical piece of the Bay Area's transit system. SFMTA continues to take steps to improve service for customers. System reliability has significantly improved since 2019, with major delays decreasing 76%, and minor delays decreasing 89%. These improvements translate into time savings for riders, and help make transit an attractive option for customers and potential customers.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2025 TIP have been accounted for within SFMTA's operating costs.

**TIP Financial Capacity Assessment – Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information
SFMTA
(1,000s, YOES)**

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|-------------|-------------|-------------|-------------|-------------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| <i>Total Operational Needs</i> | \$1,165,414 | \$1,196,880 | \$1,229,196 | \$1,262,385 | \$4,853,876 |
| Revenue | | | | | |
| Fare Revenue | \$142,915 | \$146,774 | \$150,737 | \$154,807 | \$595,233 |
| Non-Fare Operating Revenue | \$30,408 | \$31,229 | \$32,072 | \$32,938 | \$126,648 |
| TDA | \$55,807 | \$57,314 | \$58,861 | \$60,451 | \$232,434 |
| STA | \$128,734 | \$132,209 | \$135,779 | \$139,445 | \$536,167 |
| AB1107 | \$53,404 | \$54,846 | \$56,327 | \$57,848 | \$222,424 |
| Local Sales Tax (non-TDA) | \$10,720 | \$11,010 | \$11,307 | \$11,612 | \$44,650 |
| Federal, State, and Regional Shortfall Funding | \$211,649 | \$217,363 | \$223,232 | \$229,259 | \$881,503 |
| Other | \$133,466 | \$137,070 | \$140,771 | \$144,571 | \$555,878 |
| General Fund | \$398,311 | \$409,065 | \$420,110 | \$431,453 | \$1,658,940 |
| <i>Total Revenue</i> | \$1,165,414 | \$1,196,880 | \$1,229,196 | \$1,262,385 | \$4,853,876 |

San Mateo County Transit District (SamTrans)

Operator Background & Budget

SamTrans offers mobility services to the residents of San Mateo County through three operating modes: Motor Bus Operations, Paratransit Services, and Multi Model Programs. Motor Bus Operations is to meet the needs of San Mateo County residents, workers and visitors traveling throughout San Mateo County, and select areas of San Francisco and Palo Alto. Paratransit Services provides accessible transportation with fixed routes. Redi-Wheels and RediCoast services and the entire fleet of buses is equipped with wheelchair ramps and a kneeling feature to make boarding easier. Multi-Model provides local transportation services, includes the District shuttle services, the Dumbarton Inter-County Corridor, station support for multi-modal transit in San Mateo County, and promotion of multi-modal transit options.

The District has been focused on delivering Reimagine SamTrans, a comprehensive operational analysis to evaluate and refresh the entire SamTrans bus system. This project calls for more bus service, more service on weekends and evenings, new routes to community colleges, and the implementation of the new on-demand Microtransit service that will use app-based technology or simply calling-in to request rides. The new and streamlined bus network is designed to provide simpler and faster service with more direct routes that can improve connectivity and frequency. This fiscal year SamTrans adopted its first biennial budget covering FY2023-24, and FY2024-25. The operating budget for this fiscal year assumes a 4.5% growth in TDA and STA revenues and assumes a 9.6% increase in fare revenue from the "Reimagine SamTrans" project which will address post-COVID-19 ridership changes and is anticipated to spur ridership recovery quickly. The operating budget also shows an increase in Motor Bus operations of 18.5% (\$28.4 million) and includes promotion and training classes for new Bus Operators and the cost to launch the new Microtransit service. SamTrans also anticipates operating cost increases of 7.9% (\$1.5 million) for Paratransit and a 12.8% (\$0.7 million) in Multi-Modal service.

Given changes in federal pandemic relief, SamTrans will continue to seek new funding opportunities for the new operating activities under "Reimagine SamTrans".

Assessment

SamTrans expects a balanced budget over each year of the 2025 TIP period, however forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2025 TIP have been accounted for within SamTrans' operating costs.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information
SamTrans
(1,000s, YOES)**

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|------------|------------|-------------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| Total Operational Needs | \$247,225 | \$253,900 | \$260,756 | \$267,796 | \$1,029,678 |
| Revenue | | | | | |
| Fare Revenue | \$11,817 | \$12,136 | \$12,463 | \$12,800 | \$49,216 |
| Non-Fare Operating Revenue | \$1,085 | \$1,114 | \$1,144 | \$1,175 | \$4,518 |
| TDA | \$57,938 | \$59,502 | \$61,109 | \$62,758 | \$241,307 |
| STA | \$26,181 | \$26,888 | \$27,614 | \$28,359 | \$109,041 |
| Local Sales Tax (non-TDA) | \$128,895 | \$132,375 | \$135,949 | \$139,619 | \$536,838 |
| Federal, State, and Regional Shortfall Funding | \$3,967 | \$4,074 | \$4,184 | \$4,297 | \$16,522 |
| Other | \$17,344 | \$17,812 | \$18,293 | \$18,787 | \$72,237 |
| Total Revenue | \$247,225 | \$253,900 | \$260,756 | \$267,796 | \$1,029,678 |

Santa Clara Valley Transportation Authority (VTA)

Operator Background & Budget

VTA operates 47 bus routes and three light rail lines spanning across 346 square miles in Santa Clara County. In addition, VTA funds contracted paratransit and shuttle services in the county and participates in providing inter-regional commuter rail and express bus services. VTA's efforts to return to full pre-pandemic service levels culminated in the VTA Board of Directors unanimously adopting the 2023 Transit Service Plan in October 2022. This updated plan makes slight improvements that adjust to emergent post-pandemic rider needs and re-establishes the full-service levels originally approved in the 2019 New Transit Service Plan by Fiscal Year 2024-25.

VTA's FY 2023-24 Adopted Operating Budget is comprised of \$603.8 million in expenses, which represents a 13.6% increase from actual expenses in FY2022-23. This increase is comprised primarily of higher personnel and fuel costs that can be attributed to inflationary and contractual increases. Of this amount, \$70 million (28%) is funded by TDA or STA revenue.

VTA is currently in the process of hiring and training more operational staff in order to restore service. Current major capital projects at VTA include the BART to Silicon Valley Phase 2, and Eastridge to BART Regional Connector (EBRC).

Assessment

Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to uncertain economic conditions. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2025 TIP have been accounted for within VTA's operating costs.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information**

**VTA
(1,000s, YOES)**

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|------------|------------|-------------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| Total Operational Needs | \$561,483 | \$576,643 | \$592,212 | \$608,202 | \$2,338,540 |
| Revenue | | | | | |
| Fare Revenue | \$35,757 | \$36,722 | \$37,714 | \$38,732 | \$148,925 |
| Non-Fare Operating Revenue | \$3,209 | \$3,296 | \$3,385 | \$3,476 | \$13,367 |
| TDA | \$143,814 | \$147,697 | \$151,685 | \$155,780 | \$598,975 |
| STA | \$46,494 | \$47,750 | \$49,039 | \$50,363 | \$193,646 |
| Local Sales Tax (non-TDA) | \$275,660 | \$283,103 | \$290,747 | \$298,597 | \$1,148,108 |
| Federal, State, and Regional Shortfall Funding | \$5,894 | \$6,053 | \$6,216 | \$6,384 | \$24,547 |
| Other | \$50,654 | \$52,022 | \$53,427 | \$54,869 | \$210,972 |
| Total Revenue | \$561,483 | \$576,643 | \$592,212 | \$608,202 | \$2,338,540 |

San Francisco Bay Area Small Operators

Collectively, the San Francisco Bay Area’s 17 smaller transit operators account for a small fraction of the total transit operating costs and fixed route transit passengers in the region.

The small operators contained in this summary include Altamont Commuter Express, County Connection, Fairfield-Suisun Transit, Livermore Amador Valley Transit Authority, Marin Transit, NVRTA, Petaluma Transit, Rio Vista Delta Breeze, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma-County Transit, Tri Delta Transit, Union City Transit, Vacaville City Coach, and WestCAT.

The lingering effects of the COVID-19 pandemic have impacted the smaller transit operators in very different ways. Operators like San Francisco Bay Ferry (WETA) and SMART, which primarily serve a commute-oriented passenger market, have seen significant ridership decreases, similar to BART and Caltrain. On the other hand, some bus operators like Marin Transit which primarily serve passengers with limited alternative forms of transportation have seen their ridership levels rebound close to pre-pandemic levels. Due to the varied nature of the operating revenue sources for the smaller operators it is difficult to generalize performance among them.

Assessment

The financial capacity assessment for the seventeen San Francisco Bay Area small operators, combined, is shown in the table below. Forecasting revenue, service levels, and operating expenses over the 2025 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the following table.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance
Forecast Based on FY 2023-24 Actual Reported Financial Information
San Francisco Bay Area Small Operators
(1,000s, YOES)**

| | Year 1 | Year 2 | Year 3 | Year 4 | 4- Year |
|--|------------|------------|------------|------------|-------------|
| CATEGORIES | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | Total |
| Expenses | | | | | |
| Total Operational Needs | \$437,125 | \$448,927 | \$461,048 | \$473,497 | \$1,820,597 |
| Revenue | | | | | |
| Fare Revenue | \$38,251 | \$39,284 | \$40,345 | \$41,434 | \$159,314 |
| Non-Fare Operating Revenue | \$3,658 | \$3,757 | \$3,858 | \$3,962 | \$15,234 |
| TDA | \$117,983 | \$121,168 | \$124,440 | \$127,800 | \$491,391 |
| STA | \$51,566 | \$52,959 | \$54,389 | \$55,857 | \$214,771 |
| Local Sales Tax (non-TDA) | \$90,022 | \$92,452 | \$94,948 | \$97,512 | \$374,934 |
| Federal, State, and Regional Shortfall Funding | \$38,838 | \$39,886 | \$40,963 | \$42,069 | \$161,756 |
| Other | \$140,334 | \$144,123 | \$148,014 | \$152,010 | \$584,480 |
| Bridge Toll | \$23,451 | \$24,084 | \$24,734 | \$25,402 | \$97,672 |
| General Fund | \$39 | \$40 | \$41 | \$42 | \$163 |
| Total Revenue | \$437,125 | \$448,927 | \$461,048 | \$473,497 | \$1,820,597 |

Appendix M.

2025 TIP Federal Performance Analysis

2025 TIP Federal Performance Report

ASSESSMENT OF 2025 TIP INVESTMENTS IN ADDRESSING FEDERALLY MANDATED PERFORMANCE MEASURES

Introduction

Performance-Based Planning and Programming

The Moving Ahead for Progress in the 21st Century Act (2012), also known as MAP-21, established several performance management requirements for state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and transit agencies. A performance-based approach to transportation planning and programming intends to ensure the most efficient investment of transportation funds, support improved investment decision-making, and increase accountability and transparency. MAP-21 and subsequent federal legislation require DOTs, MPOs, and transit agencies to establish performance targets for each of the following national goal areas:

- Safety
- System Reliability
- Infrastructure Condition
- Freight Movement and Economic Vitality
- Congestion Reduction
- Environmental Sustainability

MTC's Role

Under the federal performance management rules, MTC is responsible for setting short-range targets and incorporating the targets into its planning processes – most notably, the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

TIP Requirements

There are two primary requirements for incorporating performance management into the TIP. For all federally required targets, MTC must show that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR§ 450.326). MTC must show that it is moving in the right direction based on the package of investments included in the TIP and must also describe how much of an effect the TIP investments are expected to have on the targets. The following documents help MTC meet these requirements:

- **Federal Performance Report:** This report reflects all of the federally required performance targets and seeks to quantify impacts to the greatest extent practicable, while at the same time focusing on consistency and accuracy across projects.
- **2025 TIP:** The Bay Area's 2025 TIP covers the four-year period of federal fiscal year (FY) 2024-25 through FY 2027-28 and includes approximately 300 transportation projects with \$11.8 billion in committed funding. For the 2025 TIP, MTC collected self-reported data from project sponsors to complete the performance analysis.

RTP Requirements

Starting with *Plan Bay Area 2050*, MTC is required to report on the condition and performance of the transportation system in relation to its adopted performance targets (23 CFR§ 450.324). MTC also complied with other federal requirements related to long-range planning.

Reporting

In addition to quantifying progress made towards performance targets in the context of its TIP and RTP, MTC is required to report regional targets to Caltrans. To meet this requirement, MTC has expanded its Vital Signs performance monitoring website (<http://www.vitalsigns.mtc.ca.gov/targets>) to incorporate federal performance targets, as well as additional performance indicators. Additionally, MTC publishes its regional targets on MTC's website (<https://mtc.ca.gov/our-work/plans-projects/major-regional-projects/federal-performance-targets>).

2025 TIP Federal Performance Report Structure

This report is organized by goal area and supporting performance measures.

Goal and Performance Measure Background

Each section includes an introduction to the national goal area, a description of each of the federally required performance measures for that goal, information on the target-setting process, and a status update on the state and regional target-setting process.

Regional Policies and Project Selection Procedures

Each section also includes a discussion of regional policies and procedures that direct investments to projects and programs that support achievement of performance goals. This includes an identification of which RTP strategies led to the TIP investments that support various goal areas. While the RTP includes many strategies to guide development in the Bay Area, the following strategies most closely align with federally required performance measures for transportation investments and are referenced in the discussions below related to 2025 TIP investments:

Table 1. Plan Bay Area 2050 Strategies Supporting Achievement of Transportation Performance Targets

| Reference | Strategy Title |
|-----------|--|
| T1 | Restore, operate, and maintain the existing system |
| T3 | Enable a seamless mobility experience |
| T5 | Implement per-mile tolling on congested freeways and transit alternatives |
| T6 | Improve interchanges and address highway bottlenecks |
| T7 | Advance other regional programs and local priorities |
| T8 | Build a Complete Streets network |
| T9 | Advance a regional Vision Zero policy through street design and reduced speeds |
| T10 | Enhance local transit frequency, capacity, and reliability |
| T11 | Expand and modernize the regional rail network |
| T12 | Build an integrated regional express lanes and express bus network |
| EN8 | Expand clean vehicle initiatives |
| EN9 | Expand transportation demand management initiatives |

Further information about the individual strategies may be found in the Transportation and Environment Chapters of *Plan Bay Area 2050* (Chapters 4 and 5, respectively) and the *Plan Bay Area 2050* supplemental performance report, available online at <https://www.planbayarea.org/finalplan2050>.

2025 TIP Investments

Data collected from project sponsors for the 2025 TIP is presented for each goal area and performance measure. This includes the level of investment in projects that have identified the goal area as the project's primary purpose, as well as a summary of the performance benefits from all projects included in the 2025 TIP, regardless of project purpose. The report includes an overall assessment of the anticipated effect of the 2025 TIP on achieving performance targets and a discussion of ongoing and future efforts related to the goal area.

Safety

Federal performance management regulations identify two distinct areas of transportation safety – road safety from traffic collisions (including collisions involving bicyclists and pedestrians), and transit safety resulting from collisions, other safety events, or major mechanical failures. The overall goal of the transportation safety performance area is to make the nation’s transportation systems safer for all users.

Road Safety

Goal: Significantly reduce traffic fatalities and serious injuries on all public roads.

Performance Measures

Five performance measures were established to identify trends and assess progress towards reducing traffic-related fatalities and serious injuries on public roads.

| Goal Area | Road Safety |
|----------------------|---|
| Performance Measures | <ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled • Number of serious injuries • Rate of serious injuries per 100 million vehicle miles traveled • Number of non-motorized fatalities and non-motorized serious injuries • For all measures: 5-year rolling average; all public roads |

Performance Targets

State DOTs are required to set numerical targets each year for each safety measure to comply with the regulation. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

Table 2. 2024 Statewide and Regional Roadway Safety Targets.

| Roadway Safety Performance Measures | Statewide Baseline 2021* | Caltrans Statewide Targets 2020-2024 average | Bay Area Baseline 2017-2021 average | Bay Area Regional Targets 2020-2024 average |
|---|--------------------------|--|-------------------------------------|---|
| Fatalities – total | 4,285 | 4,080.6 | 475.8 | 416.8 |
| Fatalities – per 100 million VMT | 1.380 | 1.30 | 0.807 | 0.8 |
| Serious Injuries – total | 17,904 | 16,628.1 | 2,454.6 | 2,177.3 |
| Serious Injuries – per 100 million VMT | 5.14 | 4.92 | 4.141 | 4.005 |
| Non-motorized fatalities + serious injuries – total | 4,687 | 4,380.5 | 832.4 | 699.8 |

Notes: Targets rely on observed and projected data. Observed data include Fatality Analysis Reporting System (FARS) through 2021, Statewide Integrated Traffic Records System (SWITRS) through 2020, and Highway Performance Monitoring System (HPMS) vehicle miles traveled data through 2021. Projected data is used for 2022-2024 annual fatalities, 2022-2024 serious injuries, and 2022-2024 annual VMT. * = based upon 2021 observed data; 2024 statewide targets reflect annual reductions starting after 2021 baseline.

For the past several years, Caltrans has adopted statewide safety targets based on observed trends in fatalities and injuries from the latest years for which data was available. With significant fluctuations in recent observed data, particularly related to shifts in travel behavior in 2020, this methodology may result in the development of one or more roadway safety targets that exceed current five-year rolling averages. In February 2023, the National Highway Traffic Safety Administration (NHTSA) published a final rule requiring states to submit constant or improved safety targets. To comply with this new requirement, Caltrans and the California Office of Traffic Safety (OTS) agreed on a target-setting method that set 2024 five-year rolling average targets equal to each respective measure's 2022 five-year average targets.

In contrast, MTC continues to set aspirational 2024 targets in line with Vision Zero, an approach the agency has taken in previous target-setting cycles. Under MTC's Vision-Zero based target-setting methodology, road safety targets were set based on a linear decline toward zero fatalities and serious injuries in the year 2030, starting in 2022. The 2024 targets and corresponding anticipated annual performance changes for each measure are detailed in Table 2.

Regional Policies and Project Selection Procedures

Ensuring the safety of travelers on the Bay Area's roadways has been a longstanding priority for MTC. The Commission recommitted to this principle in 2020 by adopting a [Regional Safety/Vision Zero](#) policy to support achievement of safety targets. In 2022, the Commission also adopted an update to the long-standing regional [Complete Streets](#) policy. These policies explicitly support the *Plan Bay Area 2050* strategies to "build a Complete Street network" and to "advance a regional Vision Zero policy through street design and reduced speeds" (Strategies T8 and T9 respectively).

This commitment to safety is also reflected in the programs that direct funding to projects in the 2025 TIP. Prior cycles of the One Bay Area Grant (OBAG) program, the Active Transportation Program, and the Regional Transportation Improvement Program (RTIP), which fund some of the projects in 2025 TIP, required project sponsors to adopt a local Complete Streets policy or general plan circulation element that incorporates Complete Street elements as a prerequisite for receiving funding. More recent cycles of the OBAG and ATP programs require project sponsors to adopt a Local Road Safety Plan (LRSP) or a similar plan to be eligible for discretionary grant funding. Cycle 6 of the regional ATP also included extra weighting in the project selection criteria for projects that are consistent with the Vision Zero policy. In addition to the LRSP requirement, OBAG 3 directs funding to implement the Regional Safety/VZ policy (including funding for a regional safety data system and technical support for safety plans and projects), OBAG 3 carries forward a \$25M investment target for SRTS programs, and sets a \$200M investment target for active transportation investments. The OBAG 3 County & Local program also gives additional points to projects that advance federal performance measures for safety, and projects that are consistent with Regional Safety/VZ policy.

2025 TIP Investments

In the 2025 TIP, nearly \$2 billion in federal, state, regional and local funds are directed to projects that have a primary purpose of improving roadway safety for all users (Table 3). Funding for safety-focused projects account for 16% of the dollars in the 2025 TIP, and 35% of all projects.

Table 3. 2025 TIP Projects with the Primary Purpose to Improve Road Safety

| County | Safety Investments in \$ millions | % of TIP Investments | Safety Projects | % of TIP Projects |
|------------------------|--------------------------------------|----------------------|-----------------|-------------------|
| Alameda | \$515 | 4% | 35 | 11% |
| Contra Costa | \$115 | 1% | 18 | 6% |
| Marin | \$5 | 0% | 1 | 0% |
| Napa | \$3 | 0% | 3 | 1% |
| San Francisco | \$503 | 4% | 7 | 2% |
| San Mateo | \$62 | 1% | 10 | 3% |
| Santa Clara | \$223 | 2% | 17 | 6% |
| Solano | \$46 | 0% | 7 | 2% |
| Sonoma | \$56 | 0% | 6 | 2% |
| Regional/ Multi-County | \$383 | 3% | 4 | 1% |
| \$1,912 | | 16% | 108 | 35% |

Note: Project purpose data provided by project sponsors through the 2025 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

This significant investment in road safety projects includes \$363 million from two key state-funded safety programs: the State Highway Operation and Protection Program (SHOPP) – Collision Reduction Program and the SHOPP Mandates Program. In addition to the state safety investments directed to projects throughout the region, other significant road safety investments in the 2025 TIP include:

- \$141 million for Oakland’s West Oakland Howard Terminal Downtown
- \$80 million for Caltrain’s Rengstorff Grade Separation in Mountain View
- \$45 million for San Jose’s Story Keyes Complete Streets
- \$44 million for San Francisco’s Howard Streetscape Improvements

Transportation projects that are primarily focused on other non-safety objectives, such as congestion reduction or operational improvements, can also contribute to a safer roadway environment. Table 4 details additional safety investments in the TIP on non-safety projects that are expected to reduce fatalities or serious injuries. The largest project on the list, the Oakland-Alameda Access Project (\$119 million programmed in the 2025 TIP), is anticipated to improve multimodal safety and reduce vehicle-pedestrian conflicts in Oakland and Alameda.

Table 4. 2025 TIP Projects Anticipated to Result in Road Safety Benefits: Reduction in the Number and Rate of Fatalities

| County | Safety Investments in \$ millions | % of TIP Investments | Projects | % of TIP Projects |
|------------------------|--------------------------------------|----------------------|-----------|-------------------|
| Alameda | \$350 | 3% | 21 | 7% |
| Contra Costa | \$7 | <1% | 3 | 1% |
| Marin | \$2 | <1% | 1 | <1% |
| Napa | \$7 | <1% | 1 | <1% |
| San Francisco | \$0 | 0% | 0 | 0% |
| San Mateo | \$0 | 0% | 0 | 0% |
| Santa Clara | \$2 | <1% | 2 | 1% |
| Solano | \$0 | 0% | 0 | 0% |
| Sonoma | \$4 | <1% | 2 | 1% |
| Regional/ Multi-County | \$10 | 0% | 1 | <1% |
| | \$382 | 3% | 30 | 10% |

Note: Table 4 indicates the anticipated effect of projects on road safety provided by project sponsors through the 2025 TIP.

Combined into a single measure, nearly 140 projects and \$3.3 billion programmed in the financially constrained 2025 TIP are anticipated to reduce traffic fatalities and/or serious injuries.

Transit Safety

Goal: Improve the safety of all public transportation systems, specifically in the areas of fatalities, injuries, safety events (for example: collisions, derailments), and system reliability.

Performance Measures

The National Public Transportation Safety Plan includes seven performance measures that transit operators and MPOs will be required to track and report. These measures will be used to identify trends and assess progress towards making reductions in transit fatalities, injuries, safety events, and mechanical failures. Each performance measure is tracked and reported by mode of public transportation (i.e. bus, heavy rail).

| Goal Area | Transit Safety |
|----------------------|--|
| Performance Measures | <ul style="list-style-type: none"> • Number of fatalities, by mode • Rate of fatalities per vehicle revenue miles, by mode • Number of injuries, by mode • Rate of injuries per vehicle revenue miles, by mode • Number of transit safety events, by mode • Rate of transit safety events per vehicle revenue miles, by mode • Mean distance between major mechanical failures, by mode |

Performance Targets

The Public Transportation Agency Safety Plan (PTASP) final rule, requires transit operators to establish a Public Transportation Agency Plan, including annual safety performance targets. MTC must also establish regional transit safety targets annually. MTC adopted its latest regional transit safety performance targets in May 2024.

To determine the 2024 targets, MTC collected data from transit operator staff and used a weighted average based on Revenue Vehicle Miles (RVM) to generate regional performance targets. MTC staff also worked closely with operators to ensure that the targets were realistic.

The PTASP rule does not specify whether targets or baseline performance should be reported using a single year of data or a rolling average of multiple years of data. To smooth out variability in individual years, MTC used a four-year rolling average of the latest available data from the National Transit Database to measure baseline performance.

Table 5. Regional Transit Safety Targets

| Measure | Mode | Baseline (2020-2023) | Target (2024) |
|---|------------------------------|-------------------------|------------------|
| Total number of reportable transit fatalities | All | 11 | 0 |
| Reportable transit fatalities per million revenue vehicle miles (RVM) by mode | Bus | 0.04 | 0 |
| | Cable Car | 0 | 0 |
| | Heavy Rail | 0.06 | 0 |
| | Hybrid Rail | 0 | 0 |
| | Light Rail | 0.85 | 0 |
| | Monorail | 0 | 0 |
| | Paratransit/ Demand Response | 0 | 0 |
| | Streetcar | 0 | 0 |
| | Trolleybus | 0 | 0 |
| Total number of reportable transit injuries | All | 472 | 471 |
| Reportable transit injuries per million RVM by mode | Bus | 3.77 | 4.32 |
| | Cable Car | 18.89 | 27.53 |
| | Heavy Rail | 2.6 | 0.77 |
| | Hybrid Rail | 1.25 | 3.1 |
| | Light Rail | 3.95 | 4.17 |
| | Monorail | 3.31 | 2.57 |
| | Paratransit/ Demand Response | 0.67 | 1.31 |
| | Streetcar | 30.96 | 0 |
| | Trolleybus | 8.04 | 2.01 |
| Total number of reportable transit safety events | All | 560 | 648 |
| Reportable transit safety events per million RVM by mode | Bus | 3.76 | 6.8 |
| | Cable Car | 22.83 | 22.02 |
| | Heavy Rail | 3.26 | 0.13 |
| | Hybrid Rail | 1.46 | 1.55 |
| | Light Rail | 11.6 | 6.83 |
| | Monorail | 3.31 | 0 |
| | Paratransit/ Demand Response | 0.71 | 2.4 |
| | Streetcar | 68.33 | 0 |
| | Trolleybus | 7.54 | 2.01 |
| Mean distance between major mechanical failures by mode | Bus | 13,518 | 22,263 |
| | Cable Car | 463 | 335 |
| | Heavy Rail | 340,096 | 1,299,752 |
| | Hybrid Rail | 58,584 | 129,097 |
| | Light Rail | 5,701 | 22,484 |
| | Monorail | 158,851 | 388,584 |
| | Paratransit/ Demand Response | 49,568 | 42,955 |
| | Streetcar | 1,552 | 601 |
| | Trolleybus | 11,878 | 9,073 |

Regional Policies and Project Selection Procedures

While some projects included in the 2025 TIP address the safety of the transit system specifically, the primary means of supporting achievement of transit safety targets is ensuring that transit vehicles and facilities remain in a state of good repair. Well maintained transit assets experience fewer major mechanical errors and major safety events contributing to a safer ride for passengers. Further discussion of the regional policies and project selection procedures focused on maintaining the transit system is included in the Transit Asset Management section below.

2025 TIP Investments

In the 2025 TIP, \$232 million is committed to projects that have a primary purpose of improving transit safety (Table 6).

Table 6. 2025 TIP Projects with the Primary Purpose to Improve Transit Safety

| Bay Area | Safety Investments in \$ millions | % of TIP Investments | Safety Projects | % of TIP Projects |
|----------------|--------------------------------------|----------------------|-----------------|-------------------|
| Regional total | \$232 | <1% | 3 | 1% |

However, an additional \$1.5 billion of 2025 TIP investments are anticipated to improve performance on one or more transit safety performance measures, regardless of overall project purpose (Table 7). This accounts for 15% of the investments included in the 2025 TIP. The bulk of these investments are state of good repair and transit expansion projects that are also expected to improve the performance of one or more of the transit safety performance measures.

Table 7. 2025 TIP Projects Anticipated to Result in Transit Safety Benefits

| Bay Area | Safety Investments in \$ millions | % of TIP Investments | Safety Projects | % of TIP Projects |
|----------------|--------------------------------------|----------------------|-----------------|-------------------|
| Regional total | \$1,544 | 13% | 45 | 15% |

A few projects in the 2025 TIP with anticipated transit safety benefits include:

- \$363 million for the Caltrain Downtown San Francisco Extension
- \$93 million for Fremont's Irvington BART Station project
- \$80 million for Caltrain's Rengstorff Grade Separation in Mountain View
- \$10 million for SMART's Rail and Pathway Phase 2

Infrastructure Condition

The maintenance and preservation of our existing transportation infrastructure are critical for supporting a safe and efficient transportation system. The overall goal of the infrastructure condition performance area is to improve the condition of existing pavements, bridges, and transit assets.

Pavement Condition

Goal: Maintain the condition of highway infrastructure assets in a state of good repair

Performance Measures

Four performance measures were established to identify trends and assess progress towards maintaining a state of good repair on the Interstate and Non-Interstate National Highway System (NHS).

| Goal Area | Transit Safety |
|----------------------|--|
| Performance Measures | <ul style="list-style-type: none"> Percentage of pavements on the Interstate in good condition (<i>lane miles</i>) Percentage of pavements on the Interstate in poor condition (<i>lane miles</i>) Percentage of pavements on the non-Interstate NHS in good condition (<i>lane miles</i>) Percentage of pavements on the non-Interstate NHS in poor condition (<i>lane miles</i>) |

Performance Targets

State DOTs are required to develop a Transportation Asset Management Plan that includes long-range investment strategies for assets on the National Highway System, including pavement condition. The plan establishes 10-year performance goals and interim two- and four-year performance targets to monitor progress. MPOs are only required to set four-year targets and may choose to adopt the statewide target or adopt quantifiable performance targets for the region.

Caltrans adopted its statewide two- and four-year targets for pavement condition in May 2022. In February 2023, MTC chose to support state targets for the four-year performance period.

Table 8. Regional Pavement Asset Management Targets

| Performance Measure <i>Percentage of system total</i> | Statewide Baseline Condition 2019 | Statewide 2-Year Targets 2023 | Statewide 4-Year Targets 2025 | Regional 4-Year Targets 2025 |
|--|--------------------------------------|----------------------------------|----------------------------------|---------------------------------|
| Interstate in good condition | 47.9% | 47.2% | 49.2% | Support State Targets |
| Interstate in poor condition | 1.9% | 1.9% | 1.7% | Support State Targets |
| Non-Interstate NHS in good condition | 23.8% | 21.7% | 28.2% | Support State Targets |
| Non-Interstate NHS in poor condition | 9.9% | 10.5% | 9.0% | Support State Targets |

Regional Policies and Project Selection Procedures

MTC has maintained a Fix-it-First philosophy for many years and has recommitted to this effort through multiple plans, programs, and policies. One key to fulfilling this pledge for the region's pavement assets is the development and maintenance of the StreetSaver© application that helps jurisdictions throughout the Bay Area

target their pavement preservation investments in a more cost-effective manner. MTC also works with local jurisdictions to review their Pavement Management Programs (PMP) and certify that they meet regional requirements as a prerequisite to receiving regional discretionary funding.

When developing *Plan Bay Area 2050*, like other RTPs before it, MTC committed to Fix-it-First by conducting an asset management needs analysis and setting aside roughly two thirds of all transportation investments to “restore, operate, and maintain the existing system” (Strategy T1), including pavement preservation. While much of the implementation of this strategy, in particular the preservation of pavement assets on the National and Interstate Highway Systems, is implemented through the state-managed State Highway Operation and Protection Program (SHOPP), regional programs also contribute to the achievement of federal performance targets in this area. As mentioned above, to qualify for funding through the regional One Bay Area Grant (OBAG) discretionary program, project sponsors must have a certified PMP. Also, any pavement preservation project submitted for OBAG funding must be based on the local needs analysis from the PMP.

2025 TIP Investments

In the 2025 TIP, nearly \$1.5 billion is directed to projects with a primary purpose of improving pavement condition on the NHS (Table 9). Of this total amount, the vast majority (\$1.4 billion) is programmed to various projects in the SHOPP-Roadway Preservation program.

Table 9. 2025 TIP Projects with Primary Purpose to Improve Pavement Condition on the NHS

| Bay Area | Pavement Investments in \$ millions | % of TIP Investments | Pavement Projects | % of TIP Projects |
|----------------|--|----------------------|-------------------|-------------------|
| Regional total | \$1,463 | 12% | 4 | 1% |

Note: Project purpose data provided by project sponsors through the 2025 TIP. Project totals include the SHOPP Roadway Preservation “grouped listing,” which combines numerous projects into a single listing.

A total of \$3 billion is programmed to projects in the 2025 TIP that will improve pavement condition on the Interstate or non-Interstate NHS, regardless of the primary purpose of the projects. These investments are anticipated to bring 407 lane-miles of the Interstate and 123 lane-miles of the non-Interstate NHS into good condition (Table 10). However, the precise impact of these investments on reaching regional performance targets will be affected both by ongoing deterioration of pavement conditions throughout the TIP period as well as additional locally funded pavement preservation and rehabilitation projects that are not reflected in the TIP.

Table 10. 2025 TIP Improvements in Pavement Condition on the NHS in Lane Miles

| Performance Measure | From Fair to Good | % of Regional Total | From Poor to Good | % of Regional Total | Total Improved to Good | % of Regional Total |
|---------------------|-------------------|---------------------|-------------------|---------------------|------------------------|---------------------|
| Interstate System | 350.1 | 15.7% | 56.9 | 2.5% | 407.0 | 18.2% |
| NHS | 90.4 | 1.5% | 32.2 | 0.5% | 122.6 | 2.0% |

Note: Pavement condition improvements data provided by project sponsors through the 2025 TIP.

Bridge Condition

Goal: Maintain the condition of bridge assets in a state of good repair

Performance Measures

Two performance measures were established to identify trends and assess progress towards maintaining a state of good repair of bridges on the National Highway System (NHS).

| Goal Area | Bridge Condition |
|----------------------|--|
| Performance Measures | <ul style="list-style-type: none"> Percentage of NHS bridges classified in good condition (<i>deck area square meters</i>) Percentage of NHS bridges classified in poor condition (<i>deck area square meters</i>) |

Performance Targets

State DOTs are required to develop a Transportation Asset Management Plan that includes long-range investment strategies for assets on the National Highway System, including bridge condition. The plan establishes 10-year performance targets as well as targets for years 2 and 4 to monitor progress. MPOs are required to set four-year targets and may choose to adopt the statewide target or adopt quantifiable performance targets for the region.

Caltrans finalized the statewide bridge condition targets in May 2022. In February 2023, MTC chose to support state targets for the four-year performance period.

Table 11. Regional Bridge Condition Targets

| Performance Measure <i>Percentage of system total</i> | Statewide Baseline Condition <i>2019</i> | Statewide 2-Year Targets <i>2023</i> | Statewide 4-Year Targets <i>2025</i> | Regional 4-Year Targets <i>2025</i> |
|--|---|---|---|--|
| NHS bridges in good condition | 48.5% | 49.1% | 47.3% | Support State Targets |
| NHS bridges in poor condition | 5.4% | 5.9% | 4.4% | Support State Targets |

Regional Policies and Project Selection Procedures

Like the discussion of pavement asset management policies above, MTC’s commitment to Fix-it-First informs regional policies, plans, and programs related to bridge asset management. Furthermore, MTC, in its role as the Bay Area Toll Authority, is required to direct a significant portion of tolls collected on the seven state-owned bridges to the upkeep of those bridges. The Golden Gate Bridge Highway and Transportation District is similarly required to direct toll revenue to the maintenance of the Golden Gate Bridge. These commitments, along with commitments to maintain other bridges throughout the region, are reflected in the “restore, operate, and maintain the existing system” strategy in *Plan Bay Area 2050* (Strategy T1).

In addition to toll revenue generated from bridges in the Bay Area, a considerable investment of state-controlled funding is directed toward the achievement of federally-required bridge condition improvement targets. The two most significant sources of these funds are the Local Highway Bridge Program (HBP) and the SHOPP.

2025 TIP Investments

The 2025 TIP includes more than \$1.1 billion invested on projects with a primary purpose of improving bridge conditions on the NHS (Table 12).

The largest investments in bridge assets in the 2025 TIP include:

- \$541 million – SHOPP Bridge Rehabilitation and Reconstruction grouped listing
- \$415 million – Local Highway Bridge program grouped listing
- \$64 million – Bay Area Toll Authority (BATA) Toll Bridge Rehabilitation program

Table 12. 2025 TIP Projects with Primary Purpose to Improve Bridge Condition on the NHS

| Bay Area | Bridge Investments in \$ millions | % of TIP Investments | Bridge Projects | % of TIP Projects |
|----------------|--------------------------------------|----------------------|-----------------|-------------------|
| Regional total | \$1,117 | 9% | 9 | 3% |

Note: Project purpose data provided by project sponsors through the 2025 TIP. Project totals include the SHOPP Bridge Preservation and Local Highway Bridge “grouped listings,” which combines numerous projects into a single listing.

These investments are anticipated to bring 323,908 square meters of bridge deck area, or approximately 0.5% of the regional total, into good condition (Table 13). However, the precise impact of these investments on performance will be affected by ongoing deterioration of bridge conditions throughout the TIP period as well as other locally funded bridge projects not captured in the TIP.

Table 13. 2025 TIP Improvements in Bridge Condition on the NHS by Bridge Deck Area

| Performance Measure | From Fair to Good | % of Regional Total | From Poor to Good | % of Regional Total | Total Improved to Good | % of Regional Total |
|--|-------------------|---------------------|-------------------|---------------------|------------------------|---------------------|
| Bridge Deck Area (in square meters) | 316,641 | 0.5% | 7,267 | <0.1% | 323,908 | 0.5% |

Note: Bridge condition improvements data provided by project sponsors through the 2025 TIP.

Transit Asset Management

Goal: Maintain the condition of public transit assets in a state of good repair

Performance Measures

Four performance measures were established to identify trends and assess progress towards maintaining a state of good repair (SGR) for public transit assets, including rolling stock, equipment, infrastructure, and facilities.

| Goal Area | Transit Asset Condition |
|----------------------|--|
| Performance Measures | <ul style="list-style-type: none">• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (<i>by asset class</i>)• Percentage of facilities with a condition rating below fair (<i>by asset class</i>)• Percentage of rail fixed-guideway with speed restrictions (<i>directional route-miles</i>)• Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark |

Performance Targets

Transit operators and MPOs are required to set annual targets for each transit asset performance measure.

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes. To develop regional targets, MTC consolidates the targets set by individual operators for each asset class. Targets established by operators reflect realistic forecasts for the coming fiscal year for funding that will be available for the repair or replacement of transit assets.

MTC established its latest regional transit asset performance targets in May 2024 based on an aggregation of individual targets set by operators. The regional targets anticipate modest improvements in the percentage of assets in a state of good repair for both revenue and non-revenue vehicles. However, the condition of transit facilities is expected to worsen slightly based on current asset condition and funding levels. The targets for each measure are detailed in Table 14.

Table 14. Regional Transit Asset Management Targets

| Performance Measures | Mode | Baseline Condition | MTC Target |
|--|--|--------------------|------------|
| | | 2021 | 2022 |
| Revenue Vehicles – percent exceeding useful life benchmark | Articulated bus | 4% | 0% |
| | Automated guideway vehicle | 0% | 0% |
| | Automobile | 100% | 100% |
| | Bus | 21% | 18% |
| | Cable car | 79% | 70% |
| | Commuter rail – locomotive | 56% | 56% |
| | Commuter rail – passenger car | 41% | 41% |
| | Commuter rail – self-propelled passenger coach | 0% | 0% |
| | Cutaway bus | 28% | 20% |
| | Double decker bus | 0% | 0% |
| | Ferryboat | 31% | 27% |
| | Heavy rail | 38% | 0% |
| | Light rail | 13% | 8% |
| | Minivan | 21% | 25% |
| | Over-the-road bus | 26% | 13% |
| | Trolley bus | 0% | 0% |
| Van | 3% | 11% | |
| Vintage trolley | 100% | 100% | |
| Facilities – percent with condition rating below fair | Administrative and maintenance facilities | 13% | 13% |
| | Passenger facilities | 14% | 14% |
| Rail fixed-guideway – percent with speed restrictions | Rail Fixed-Guideway | 2% | 3% |
| Non-Revenue Vehicles – percent exceeding ULB | All | 44% | 43% |

Regional Policies and Project Selection Procedures

Like other goal areas in the Infrastructure Condition category of federally-required performance measures, MTC’s Fix-it-First philosophy is the primary driver of Transit Asset Management investments in the Bay Area. As such, Transit Asset Management priorities are captured in the “restore, operate, and maintain the existing system” strategy in *Plan Bay Area 2050* (Strategy T1), along with pavement, bridge, and other infrastructure preservation investments.

Furthermore, as transit is a key mobility option required to achieve many regional transportation and development goals, the Commission prioritized maintaining a state of good repair for transit assets in the urban core through the [Transit Core Capacity Challenge Grant Program](#) (CCCGP).

Due to the importance of maintaining a state of good repair, projects that replace, rehabilitate, or otherwise preserve transit assets are given the highest priority for funding (after debt service payment) through the [Transit Capital Priorities](#) (TCP) Program, which guides the spending of FTA Section 5307 Urbanized Area Formula, FTA Section 5337 State of Good Repair, FTA Section 5339 Bus and Bus Facilities formula funds, STP and CMAQ funding for transit, and regional revenues directed to transit through the CCCGP.

2025 TIP Investments

A total of \$5.1 billion is invested in transit maintenance, rehabilitation, or expansion projects regardless of the primary project purpose (Table 15). Transit rehabilitation or replacement projects directly affect regional transit asset conditions by increasing the share of assets in a state of good repair. Adding new assets as part of a transit service expansion also has an impact on the share of transit assets in a state of good repair by increasing the total number of assets in a particular class.

Table 15. 2025 TIP Projects Anticipated to Result in Transit Asset Management Benefits:

| Bay Area | Investments (in \$ millions) | % of TIP Investments | Projects | % of TIP Projects |
|----------------|---------------------------------|-------------------------|----------|----------------------|
| Regional total | \$5,111 | 43% | 54 | 18% |

Some of the largest investments in transit assets, including expansion projects, in the 2025 TIP include:

- \$3.6 billion – BART Berryessa to San Jose Extension
- \$115 million – VTA Eastridge to BART Regional Connector
- \$72 million – SFMTA Motor Coach Mid-Life Overhaul
- \$174 million – BART Transbay Core Capacity Improvements

Rail transit accounts for the majority of the transit asset investment in the 2025 TIP, with the BART extension from Berryessa to San Jose, alone, programmed to receive 70% of the funds programmed to transit asset projects in the 2025 TIP.

The specific impact of these transit investments on annual performance will be heavily influenced by the rate of continued wear and tear on existing transit assets during the TIP period as well as additional investments made by transit operators that are not captured in the 2025 TIP.

Congestion Reduction

Goal: Achieve a significant reduction in congestion on the National Highway System

Performance Measures

Two performance measures were established to identify trends and assess progress towards reducing traffic congestion on the National Highway System in urban areas.

| Goal Area | Congestion Reduction |
|---------------------|---|
| Performance Measure | <ul style="list-style-type: none">• Annual hours of peak-hour excessive delay per capita by urbanized area• Percent of non-single occupancy vehicle (non-Single-Occupant Vehicle (SOV)) travel by urbanized area |

Performance Targets

In compliance with federal performance management rules, state and regional performance targets for congestion and mode shift must be fully consistent with those set by Caltrans. Caltrans held several workshops across the state with MPO partners to determine the appropriate approach for setting targets. There was significant discussion regarding the tradeoffs between setting ambitious or achievable targets, especially given uncertainties regarding transportation patterns stemming from the COVID-19 pandemic and near-term funding challenges for transit operations.

In the prior performance period beginning in 2018, staff sought input from stakeholders on target-setting options through meetings of MTC’s Regional Advisory Working Group. Stakeholders noted that the target-setting approach should be consistent across the Bay Area’s urbanized areas and aligned with the longer-range trajectory of the Regional Transportation Plan, Plan Bay Area 2040. Non-SOV mode share targets were set based on a two-percentage point increase over the performance period and delay targets were set based on a 4% decrease over the performance period.

Per guidance from Caltrans, 2-year and 4-year targets were set for non-SOV mode share and 4-year targets were set for delay. In future target-setting cycles, 2-year and 4-year targets will be required for both performance measures. In this target-setting cycle, there were two urbanized areas in the Bay Area that met the eligibility threshold of a population of 1 million or more: San Francisco-Oakland and San Jose.

The San Francisco-Oakland Urbanized Area (UZA) was on track to meet its 2021 target of 30.0 annual hours of peak-hour excessive delay per capita in 2019 (Table 16). This downward trajectory in delay, experienced across Bay Area UAs, can be attributed in part to efforts by MTC and its partners to address congestion chokepoints such as the Forward commute initiatives. This program of capital and operating investments seeks to reduce delay along key regional corridors ranging from Napa Valley’s State Route 29 to the Dumbarton Bridge.

Performance improved significantly in 2020 with the onset of the COVID-19 pandemic and associated changes to travel behavior including increases in telecommuting and reductions in discretionary trips (e.g., recreation, errands). While delay ticked up in 2021 as Shelter-in-Place orders were relaxed, the San Francisco-Oakland UA greatly exceeded its target for that year. Targets for 2023 and 2025 aim for a slight improvement over 2021 performance (Table 17).

Table 16. Annual Peak Hour Excessive Delay per Capita Targets

| Performance Measure | Baseline Condition | 2-Year Targets | 4-Year Targets |
|---------------------------|--------------------|----------------|----------------|
| Urbanized Area | 2021 | 2023 | 2025 |
| San Francisco-Oakland UZA | 18.3 hours | 17.9 hours | 17.6 hours |
| San Jose UZA | 13.7 | 13.4 | 13.2 |
| Concord UZA | 16.0 | 15.7 | 15.4 |
| Santa Rosa UZA* | 6.6 | 6.5 | 6.3 |
| Antioch UZA* | 6.5 | 6.4 | 6.2 |

Table 17. Percent Non-SOV Travel Targets

| Performance Measure | Baseline Condition | 2-Year Targets | 4-Year Targets |
|---------------------------|--------------------|----------------|----------------|
| Urbanized Area | 2021 | 2023 | 2025 |
| San Francisco-Oakland UZA | 49.8% | 50.8% | 51.8% |
| San Jose UZA | 33.5% | 34.5% | 35.5% |
| Concord UZA | 39.5% | 40.5% | 41.5% |
| Santa Rosa UZA | 25.1% | 26.1% | 27.1% |
| Antioch UZA | 31.2% | 32.2% | 33.2% |

Regional Policies and Project Selection Procedures

MTC strives to take a holistic approach to congestion reduction. While targeted expansions of the roadway system may be necessary to reduce congestion in the near-term, they may also lead to greater vehicle miles traveled (VMT), resulting in similar levels of congestion, over time. MTC has adopted multiple policies and programs aimed not only at smoothing the travel of automobiles on the roads, but also at encouraging non-SOV travel. As mentioned in the roadway safety section above, MTC has adopted a Regional Safety/Vision Zero policy and a Complete Streets policy to make walking and biking more attractive to travelers on the road. The Transit Core Capacity Challenge Grant Program referenced in the Transit Asset Management section above and MTC’s [Transit Sustainability Project](#) both aim to ensure that transit remains a viable and desirable options. MTC also adopted the [Regional Transit Expansion Program](#) to guide transit investments for future riders. As many of the projects in this program have either been completed or are nearing completion, MTC is also set to adopt a Major Project Advancement Policy (MAP) which will focus investments for large highway as well as transit projects.

Reducing VMT is one of the overarching themes of *Plan Bay Area 2050* as this will result in fewer greenhouse gas (GHG) emissions from the transportation system. Since strategies that reduce VMT in many instances will also reduce future roadway congestion, a significant number of strategies identified in the Plan contribute to the achievement of targets set for this goal area as well (Table 18).

Table 18. Plan Bay Area 2050 Strategies Supporting Achievement of Congestion Reduction Targets

| Reference | Strategy Title |
|-----------|--|
| T3 | Enable a seamless mobility experience |
| T5 | Implement per-mile tolling on congested freeways and transit alternatives |
| T6 | Improve interchanges and address highway bottlenecks |
| T7 | Advance other regional programs and local priorities |
| T8 | Build a Complete Streets network |
| T9 | Advance a regional Vision Zero policy through street design and reduced speeds |
| T10 | Enhance local transit frequency, capacity, and reliability |
| T11 | Expand and modernize the regional rail network |
| T12 | Build an integrated regional express lanes and express bus network |
| EN9 | Expand transportation demand management initiatives |

Multiple funding programs in the region support the achievement of non-SOV travel targets. The regional OBAG program includes program categories that direct money to projects that better integrate multiple modes of travel, such as the Safe and Seamless Mobility Quick Strike and the Mobility Hubs Pilot programs, and sets aside funding for projects and programs that promote the benefits of alternative modes of travel (Climate Initiatives Program). As discussed in the Transit Asset Management section above, the TCP directs funding to ensuring that transit is a viable alternative to automobile travel. The latest round of the Active Transportation Program (ATP) requires that applicants for this funding coordinate with transit operators to minimize negative impacts on the transit system in addition to requiring them to adopt Local Road Safety Plans that ensure streets remain safe for pedestrians and cyclists.

Other programs in the region seek to reduce roadway congestion directly by smoothing the flow of traffic along the system. The OBAG program directs funds to implement roadway operational improvements identified through the Bay Area Forward initiative. The Regional Transportation Improvement Program (RTIP) also includes an MTC requirement that major new freeway projects must include traffic operations system (TOS) elements to help alleviate congestion.

State-managed programs also help the region meet targets in this goal area. The SHOPP Mobility Program in particular funds projects that reduce congestion.

2025 TIP Investments

Over \$7.1 billion in the 2025 TIP is invested in projects that are intended to improve congestion throughout the region (Table 19).

Table 19. 2025 TIP Congestion Reduction Projects

| Bay Area | Investments (in \$ millions) | % of TIP Investments | Projects | % of TIP Projects |
|-------------------------|---------------------------------|-------------------------|------------|----------------------|
| Significant improvement | \$5,021 | 42% | 47 | 15% |
| Moderate Improvement | \$2,172 | 18% | 91 | 30% |
| | \$7,193 | 61% | 134 | 45% |

Note: Anticipated effect of projects on congestion provided by project sponsors through the 2025 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Projects intended to reduce congestion in the 2025 TIP include:

- \$3.6 billion – BART Berryessa to San Jose Extension
- \$189 million – Solano WB I-80 Cordelia Truck Scales
- \$181 million – San Mateo’s US 101/SR 92 Direct Connector
- \$152 million – I-680/SR 4 Interchange Reconstruction, Phases 1, 2a, and 4
- \$148 million – for various projects in the SHOPP Mobility program

In terms of shifting travel away from single-occupancy vehicle modes, more than \$6.4 billion is invested through the 2025 TIP in projects primarily supporting non-auto modes (Table 20).

Table 20. 2025 TIP Projects with Primary Mode other than Auto

| County | Investments (in \$ millions) | % of TIP Investments | Projects | % of TIP Projects |
|-------------------|---------------------------------|-------------------------|------------|----------------------|
| Alameda | \$970 | 8% | 48 | 16% |
| Contra Costa | \$131 | 1% | 31 | 10% |
| Marin | \$22 | 0% | 9 | 3% |
| Napa | \$31 | 0% | 5 | 2% |
| San Francisco | \$691 | 6% | 17 | 6% |
| San Mateo | \$65 | 1% | 12 | 4% |
| Santa Clara | \$3,983 | 34% | 27 | 9% |
| Solano | \$20 | 0% | 7 | 2% |
| Sonoma | \$27 | 0% | 8 | 3% |
| Multiple Counties | \$437 | 4% | 21 | 7% |
| | \$6,378 | 54% | 185 | 61% |

Note: Primary mode information provided by project sponsors through the 2025 TIP.

System Reliability, Freight Movement, and Economic Vitality

Goal: Improve the efficiency of the surface transportation system and the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

Performance Measures

Two performance measures were established to identify trends and assess progress towards improving reliability of the Interstate system and non-Interstate National Highway System (NHS).

| Goal Area | System Reliability, Freight Movement, and Economic Vitality |
|----------------------|--|
| Performance Measures | <ul style="list-style-type: none"> • Percentage of person-miles traveled on the Interstate highway system that are reliable • Percentage of person-miles traveled on the non-Interstate NHS that are reliable • Percentage of Interstate highway system mileage providing reliable truck travel times (Truck Travel Time Reliability Index) |

Performance Targets

State DOTs are required to establish two-year and four-year numerical targets for reliability of passenger travel on the Interstate Highway System (IHS) and non-Interstate NHS and freight travel on the NHS. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

Caltrans established targets for 2023 and 2025 based on an assessment of existing passenger and truck travel reliability data made available through the National Performance Management Research Dataset. Taking into account the sustained infusion of funds from Senate Bill 1 and local tax measures, Caltrans expects to see small improvements in passenger reliability and a continuation of existing trends for freight reliability in the coming years. As with performance related to the Infrastructure Condition goal area, Caltrans acknowledged that the full benefits of such funding programs may not be fully realized within the upcoming four-year performance period. While reliability for passenger and freight travel in the 2021 baseline was better than in past years likely due to reduced travel demand following the onset of the COVID-19 pandemic in 2020, the state remains committed to further building on that improvement in performance by setting targets that represent an improvement over the baseline.

The Bay Area generally underperforms the state average in passenger and freight reliability (Table 21), though in 2021, travel on the Bay Area portion of the IHS was slightly more reliable than the state average. This may reflect a slower recovery of vehicular traffic on the Bay Area portion of the IHS when compared to trends at the state level, likely due to higher rates of telecommuting in the Bay Area. In terms of the truck travel time reliability index, in which larger numbers indicate lower levels of reliability, Bay Area roads are also slightly less reliable than the state average.

The targets set by the State in this round of target-setting aim for increased reliability for passenger transportation and a continuation of current trends for freight reliability. Overall, these targets are in sync with MTC's own goals for reliability in our region. While the envisioned improvements are small, achieving larger improvements to reliability over such a small time-scale (four years) is not likely to occur. As such, MTC will support State targets for 2023 and 2025, as opposed to setting numerical regional targets.

Table 21. Regional System Reliability, Freight Movement, and Economic Vitality Targets

| Performance Measure | Statewide Baseline 2021 | Statewide 2-Year Targets 2023 | Statewide 4-Year Targets 2025 | Regional Baseline 2021 | Regional 2-Year Targets 2023 | Regional 4-Year Targets 2025 |
|--|----------------------------|----------------------------------|----------------------------------|---------------------------|---------------------------------|---------------------------------|
| Reliable person-miles traveled on Interstate system (Percentage of system total) | 73.8% | 74.3% | 74.8% | 76.3% | Support State Targets | Support State Targets |
| Reliable person-miles traveled on non-Interstate NHS (Percentage of system total) | 83.7% | 84.2% | 84.7% | 82.0% | Support State Targets | Support State Targets |
| Truck travel time reliability index | 1.6 | 1.6 | 1.6 | 1.9 | Support State Targets | Support State Targets |

Regional Policies and Project Selection Procedures

MTC undertakes a number of efforts to improve the reliability of the Interstate System. *Plan Bay Area 2050* includes improvements aimed at achieving the targets of this goal area in multiple strategies, such as:

Table 22. Plan Bay Area 2050 Strategies Supporting Achievement of System Reliability Targets

| Reference | Strategy Title |
|-----------|--|
| T1 | Restore, operate, and maintain the existing system |
| T6 | Improve interchanges and address highway bottlenecks |
| T7 | Advance other regional programs and local priorities |
| T12 | Build an integrated regional express lanes and express bus network |

Many of the efforts smooth the flow of traffic in response to congestion or traffic incidents. Given the importance of a coordinated TOS network to achieving the region’s goals, MTC lead the development of the Bay Area Regional Broadband Communications Strategic Investment Plan.

Due to the importance of goods movement to local, regional, state and national economies, MTC also periodically develops regional goods movement plans to focus efforts on improving freight efficiencies. The latest San Francisco Bay Area Goods Movement Plan was finalized in 2016 (https://mtc.ca.gov/sites/default/files/RGM_Full_Plan.pdf). MTC then developed the regional Goods Movement Investment Strategy, which identifies high priority goods movement projects based on this Plan and fund sources that may be used to pay for these projects.

Similarly, there are multiple programs that implement the plans outlined above by directing funding to projects that improve Interstate System reliability. The OBAG2 program includes the Regional Active Operational Management program category and the OBAG3 program includes the Multimodal Systems Operations and Performance program category that both prioritize funding for projects like 511 traveler information services, Incident Management, and various freeway Intelligent Transportation System (ITS) improvements. Also, as mentioned in the Congestion Reduction section above, major new freeway projects selected for funding through the RTIP, must include TOS elements. At the state level, projects included in the SHOPP Collision Reduction program help avoid unexpected congestion due to traffic incidents and those in the SHOPP Mobility program streamline highway travel through TOS and other operational improvements.

2025 TIP Investments

In the 2025 TIP, more than \$2.3 billion is invested in projects that are expected to improve system reliability on the Interstate system (Table 23). A slightly higher level of investment, \$2.7 billion, is directed to system reliability improvements on the non-Interstate NHS (Table 24).

Table 23. 2025 TIP Projects Anticipated to Improve Interstate System Reliability

| Bay Area | Investments (in \$ millions) | % of TIP Investments | Projects | % of TIP Projects |
|-------------------------|---------------------------------|-------------------------|----------|----------------------|
| Significant improvement | \$801 | 7% | 20 | 7% |
| Moderate improvement | \$1,532 | 13% | 30 | 10% |
| | \$2,333 | 20% | 31 | 16% |

Note: Anticipated effect of projects on reliability provided by project sponsors through the 2025 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Table 24. 2025 TIP Projects Anticipated to Improve Non-Interstate NHS Reliability

| Bay Area | Investments (in \$ millions) | % of TIP Investments | Projects | % of TIP Projects |
|-------------------------|---------------------------------|-------------------------|----------|----------------------|
| Significant improvement | \$696 | 6% | 36 | 12% |
| Moderate improvement | \$1,993 | 17% | 54 | 18% |
| | \$2,689 | 23% | 90 | 30% |

Note: Anticipated effect of projects on reliability provided by project sponsors through the 2025 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Table 25. 2025 TIP Projects Anticipated to Improve Truck Travel Time Reliability

| Bay Area | Investments (in \$ millions) | % of TIP Investments | Projects | % of TIP Projects |
|-------------------------|---------------------------------|-------------------------|----------|----------------------|
| Significant improvement | \$683 | 6% | 19 | 6% |
| Moderate improvement | \$1,120 | 9% | 19 | 6% |
| | \$1,804 | 15% | 38 | 12% |

Note: Anticipated effect of projects on reliability provided by project sponsors through the 2025 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Reliability projects in the 2025 TIP that support improvements on the Interstate and the non-Interstate NHS system include:

- \$540 million for various projects in the SHOPP Bridge Rehabilitation Program
- \$250 million – US-101 Managed Lanes North of I-380
- \$149 million for various projects in the SHOPP Mobility Program

Environmental Sustainability

Goal: Enhance the performance of the transportation system while protecting and enhancing the natural environment

Performance Measures

One performance measure was created to identify trends and assess progress towards improving emissions reductions under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

| Goal Area | Environmental Sustainability |
|---------------------|--|
| Performance Measure | <ul style="list-style-type: none"> Total emissions reductions from CMAQ-funded projects, by pollutant |

Performance Targets

State DOTs and MPOs are required to set 2- and 4-year numerical targets for the emissions reduction measure for each applicable pollutant. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

MTC established regional targets based on the expected daily reductions in emissions from projects that will use CMAQ funds over the next two to four years. MTC has updated its methodology for estimating emissions reductions for CMAQ projects before the second target setting deadline. The revised approach relies on emissions calculator tools specific to different project types, such as the FHWA's CMAQ Emissions Calculator Toolkit, the Atlanta Regional Council's Congestion Mitigation and Air Quality Calculator Tool, and CARB's Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Tool. Due to this shift in methodology, it may be difficult or impossible to make direct comparisons to the current baseline, which was calculated using previous methodologies (Table 27) .

Overall, MTC staff expects that the Bay Area's emissions reduction performance will decrease over time due to the eventual retirement of older, more polluting vehicles.

Table 26. Total Regional Emissions Reduction from CMAQ-Funded Projects Targets

| Performance Measure <i>Pollutants</i> | Regional Baseline* | Regional 2- Year Targets | Regional 4- Year Targets |
|--|-----------------------|-----------------------------|-----------------------------|
| | <i>2018-2021</i> | <i>2022-2023</i> | <i>2022-2025</i> |
| Fine particulate matter – PM2.5 (kg/day) | 101.35 | 0.23 | 0.46 |
| Particulate matter – PM10 (kg/day) | 207.9 | 0.07 | 0.15 |
| Carbon monoxide – CO* (kg/day) | 14,916.98 | 23.14 | 37.96 |
| Volatile organic compounds – VOCs (kg/day) | 1,258.04 | 3.49 | 5.94 |
| Nitrogen oxide – NOx (kg/day) | 1,823.99 | 5.33 | 8.00 |

Two-year target is the expected emissions reduction per day for federal fiscal years 2018 and 2019; 2021 target is expected emissions reduction per day for federal fiscal years 2018 through 2021. * = Baseline emissions reductions were estimated using previous methodologies, based on state-level TCMs from state plans.

Regional Policies and Project Selection Procedures

The OBAG 2 and OBAG 3 programs govern the programming of CMAQ funds in the 2025 TIP. OBAG 3 includes programmatic priorities to guide the investment of CMAQ funds to projects, including projects that reduce emissions through vehicle miles traveled (VMT) reduction, alternative fuel infrastructure and vehicles, traffic flow improvements, and incident management. Further information regarding the project selection processes for these funds can be found in MTC Resolutions 4202 and 4505.

2025 TIP Investments

Pollutant reduction calculations are performed for each CMAQ-funded project prior to project selection and programming in the TIP. For emissions benefits targets, only those projects that will obligate CMAQ funds for the first time during the current performance period can be credited towards performance achievements during the period. Projects that have obligated CMAQ funds in prior years can still be credited for performance achievements of the traffic congestion targets (peak-hour excessive delay per capita and percent of non-SOV travel).

There are 29 projects programmed to obligate \$56 million in CMAQ funds for the first time during the 2025 TIP (Table 29).

Table 27. 2025 TIP Total Emissions Reductions from CMAQ Funded Projects

| Pollutant | KG/Day Reduction |
|-----------------------------------|------------------|
| Fine particulate matter – PM2.5 | 10.69 |
| Particulate matter – PM10 | 24.52 |
| Carbon monoxide – CO | 925.72 |
| Volatile organic compounds – VOCs | 90.25 |
| Nitrogen oxide – NOx | 108.45 |

Note: Based on latest available emissions reduction calculations for new CMAQ projects; calculated by MTC. Does not include emissions from projects already credited in prior years.

The CMAQ-funded projects in the 2025 TIP with the largest emissions reductions for one or more pollutant include:

- \$10.2 million – MTC’s Regional Transit Mapping & Wayfinding
- \$8.9 million – SFMTA’s 29 Sunset Improvement
- \$2 million – AC Transit’s Fruitvale Corridor Transit Signal Priority
- \$1 million – MTC’s SR 237 Adaptive Ramp Metering
- \$200,000 each for Mobility Hub projects in Mountain View and Vallejo

Limitations

- **Limitations of self-reported data:** MTC relies on self-reported data from project sponsors to compile program level effects of investments on regional targets. This approach provides a great deal of new project-level data on a range of topics and in a relatively short period of time. However, self-reported data may introduce into the analysis inaccurate data or inconsistent interpretations of the anticipated performance benefits resulting from similar project types. Staff is continuing efforts to improve the analytical approach to evaluating performance for quantification of benefits and improved consistency across projects.
- **External forces at play:** Performance in each goal area is influenced by a variety of factors that are not captured in the assessment of the effect of 2025 TIP investments on regional performance. For road safety and traffic congestion, growth or decline in economic activity is directly related to the total number of traffic fatalities and serious injuries as well as levels of congestion. The COVID-19 pandemic has also had significant effects on travel behavior in the Bay Area. These changes in roadway and transit safety trends, congestion and reliability, and mode shift are anticipated to continue into the 2025 TIP period as travel conditions continue to return to a “new normal.” In the case of asset management, ongoing deterioration rates, and unanticipated events (earthquakes, wildfires, or flooding) can also affect the resulting state of good repair for regional assets.

Appendix N.

Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

| County | Sponsor | Station/ Systemwide | TIP ID | Project Name | Project Description |
|--------------|---|---|-----------|---|--|
| Alameda | Altamont Commuter Express (ACE) | Systemwide | ALA170042 | ACE Platform Extensions | ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets |
| Alameda | Bay Area Rapid Transit District (BART) | Downtown Berkeley BART Station | ALA230001 | DT Berkeley BART Station Elevator Modernization | Berkeley: At the Downtown Berkeley BART Station: Modernize two (2) station elevators to replace/upgrade critical components of the elevator to utilize the latest technology increase performance and reliability improve safety to the latest applicable standards and update aesthetics. |
| Alameda | Fremont | Irvington BART Station | ALA230004 | Irvington BART Station | Fremont: Along the BART corridor in the Irvington District, adjacent to the future alignment of the East Bay Greenway and the future Sabercat Trail (north fork): Construct a new BART station |
| Alameda | Tri-Valley – San Joaquin Valley Regional Rail Authority | Systemwide | ALA230204 | Valley Link Rail System (Phase 1) | Construction of a new 22-mile, four-station passenger rail system between the Dublin/Pleasanton BART station in Alameda County and the Mountain House Community Services District in San Joaquin County including stations at Isabel Avenue and Southfront Road in the City of Livermore. |
| Alameda | Bay Area Rapid Transit District (BART) | Dublin/Pleasanton BART | ALA230215 | Dublin/Pleasanton Access Improvements | Project will fully separate pedestrian, cyclist, and vehicle access infrastructure at Dublin/Pleasanton BART mobility hub (D/P Hub) by constructing 0.35-mile Class 1 two-way cycle-track and adding 0.15-mile ADA-compliant sidewalk, raised crosswalk, 21,500 sqft landscaping/stormwater management; installing 29 pedestrian-scale lights, new seating, wayfinding and art; replacing/upgrading 129 underpass lights; and adding 66 secure bike parking spaces and ebike charging. The project will vastly improve pedestrian and bicycle access to the D/P Hub, connect to existing segments of the Iron Horse Trail, and improve the active access connection between Dublin and Pleasanton across I-580. |
| Alameda | Alameda (City) | Alameda Landing and Oakland Jack London docks | ALA250212 | Oakland Alameda Water Shuttle | Project is beginning as a two-year pilot water shuttle project between west Alameda and Jack London Square in Oakland. Alameda is lead, and WETA is operator, with service starting summer 2024. It falls under WETA's authority for operating on the Bay. The project includes leasing one pontoon boat and adding ADA-accessible ramp upgrades to the existing docks, and operations for two years. The shuttle service will be free for the pilot. If successful and additional funding is found, service will continue beyond the pilot period, and the vessel power will be electrified and dock-side charging will be added. Web page: www.alamedaca.gov/watershuttle |
| Santa Clara | Santa Clara Valley Transportation Authority (VTA) | Systemwide | BRT030001 | BART - Berryessa to San Jose Extension | San Jose: Six miles from Berryessa Station in north San Jose to Santa Clara: Extend BART by constructing 4 new stations, a tunnel through downtown San Jose, and a new maintenance / storage yard in Santa Clara. The project constructs new track and dedicated guideway, power systems, signal systems, and purchases new vehicles. The project also includes upgrades to the existing BART system, that are required to extend operations to San Jose/Santa Clara. Other State funds are TIRCP. PBA2050 ID is 21-T11-109 |
| Contra Costa | Hercules | Hercules Station | CC-030002 | Hercules Intercity Rail Station | Hercules: At future train station: Relocate the Kinder Morgan pipeline, Shell pipeline, fiber optic line construct the 3rd track for the new station, construct the new station building, multi-use trail, retaining walls, and parking structure. |
| Contra Costa | Bay Area Rapid Transit District (BART) | Concord BART Station | CC-170060 | Concord BART Station Modernization | Concord: In and around the Concord BART Station: Make capacity, access, placemaking, and state-of-good repair, improvements based on BART's 2016 Station Modernization Plan. Station improvements will focus on addressing state-of-good repair issues, improving station lighting, improving passenger circulation, expanding bicycle access, reducing fare evasion, and adding new architectural finishes, wayfinding, and public art to enhance customer experience, sense of safety, and placemaking. |
| Contra Costa | San Joaquin Regional Rail Commission (SJRRRC) | Oakley Station | CC-190002 | Oakley Station Platform | Oakley: North of Main Street between 2nd St and O'Hara Ave: Construct a new train station platform for the Amtrak San Joaquin inter-city rail service. Constructs a station track siding with two turnouts, within the existing railroad right-of-way. Includes shelters, lighting, signage, ADA-compliant pedestrian sidewalks and other associated improvements. |
| Contra Costa | San Ramon | San Ramon Transit Center | CC-210013 | San Ramon Transit Center - Shared Mobility Hub | San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements. The San Ramon Transit Center is located in the City's PDA, adjacent to the Iron Horse Regional Walking/Biking Trail and within the Bishop Ranch Business Park. Project includes improvements consistent with MTC's Shared Mobility Hub grant. The project includes the installation of new electric message boards alerting transit riders with real time transit messages, local/regional transit news and local updates transit center amenities adding more bike lockers, bike fix-it stations rehabilitating existing pavement and providing improved access for the public through ADA compliant upgrades and improved way finding and updating amenities. The overall sustainability of the transit center will be further enhanced with the addition of storm water treatment area that will accommodate run off from approximately 75% of the hub. |

Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

| County | Sponsor | Station/ Systemwide | TIP ID | Project Name | Project Description |
|-----------------------|---|------------------------------|-----------|---|--|
| Contra Costa | Contra Costa Transportation Authority (CCTA) | Martinez Amtrak Station | CC-230220 | Martinez Amtrak Shared Mobility Hub | Project includes improvements to the Martinez Amtrak Station to enhance the facility to a shared mobility hub, including reconfigure surface parking lot to a transit center; improve passenger pick up drop off area; install signage/wayfinding; and bike/ped improvements at the Amtrak Station and the streets around the Amtrak Station. |
| Napa | Napa Valley Transportation Authority | Impola Park N Ride | NAP190006 | Impola Park n Ride and Express Bus Stop Improvement | Napa County: At the Caltrans owned and operated park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities that connect the ramps directly to the park and ride, and safety improvements, such as improved lighting and signal improvements. The facility improvements will also include long-term bicycle parking in the park and ride lot. These facility improvements are specifically designed to improve frequency, reduce running times and improve accessibility for the two highly productive ridership bus routes: the Route 29 Express to the El Cerrito Del Norte BART station and the Route 11X to the Vallejo Ferry Terminal. Currently, the Routes depart from the Soscot Gateway Transit Center in the center of Napa, a significant distance east of the SR29 Corridor. Relocating the stop to the Imola Park and Ride will reduce running time for each route by 20 minutes since the bus routes will not need to divert across downtown Napa and return back to the highway. |
| Regional/Multi-County | Caltrain | Systemwide | REG210202 | Caltrain Mini-High Platform Improvements | Caltrain: Systemwide: Install mini-high platforms at 13 stations to improve ADA Access and reduce dwell times at stations. Work will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified. Upgraded stations include: Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy |
| Regional/Multi-County | Metropolitan Transportation Commission (MTC) | Systemwide | REG230202 | Regional Mapping and Wayfinding | SF Bay Area: Regionwide: The goal of the Regional Mapping and Wayfinding Project is to design and deploy a fully harmonized suite of maps, signs and transit information in all Bay Area transit locations — from individual bus stops to major hubs like the Salesforce Transit Center, the Eastridge Transit Center or the El Cerrito Del Norte BART station — and to provide practical, predictable guidance to the walkable destinations, local shuttles and the like that extend from these transit stops. |
| Santa Clara | Santa Clara Valley Transportation Authority (VTA) | Systemwide | SCL050009 | Eastridge to BART Regional Connector (EBRC) | In Santa Clara County, in the City of San Jose. This project will extend the existing Capitol Light Rail (LR) system by 2.4 miles from Alum Rock LR Station to Eastridge Transit Center. This extension will include an elevated rail station at Story Road with a pedestrian overcrossing, and a ground level station at the Eastridge Transit Center. Also, includes installation of two traction power substations to power the light rail system. |
| Santa Clara | Mountain View | Mountain View Transit Center | SCL210025 | Mountain View Mobility Hub Pilot | Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car-sharing services, and Mobility Hub branding and way-finding signage |
| Santa Clara | Santa Clara Valley Transportation Authority (VTA) | Systemwide | SCL230231 | Light Rail Station Rehabilitation FY24-FY25 | VTA: In Santa Clara County: Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting. |
| San Francisco | Transbay Joint Powers Authority (TBJPA) | Transbay Transit Center | SF-050002 | Transbay Terminal/Caltrain Downtown Ext: Ph. 2 | San Francisco: From Fourth/Townsend to Salesforce Transit Center: Extend Caltrain /High Speed Rail to Downtown San Francisco (DTX) Extend Caltrain rail service from 4th St/Townsend St in San Francisco to Salesforce Transit Center in downtown San Francisco, including two new stations: Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the Salesforce Transit Center building. Plan Bay Area 2050 RTP ID: 21-T11-110 |
| San Francisco | San Francisco County Transport Authority (SFCTA) | Oakdale Caltrain Station | SF-090011 | Oakdale Caltrain Station | San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain commuter-rail station at Oakdale Avenue to accommodate transit needs of a newly developing Bayview/Waterfront/Hunters Point community where lesser service currently exists, and to replace the regional transit connection lost with closure of the Paul Avenue Caltrain Station. |
| San Francisco | San Francisco Municipal Transport Agency (SFMTA) | Hunters Point Transit Center | SF-090016 | Transit Center in Hunters Point | Muni:Transit Center in Hunters Point Construct 10 bays, Low-level platform, Operator restroom, bus shelters, platform communications and monitoring network (signals, closed circuit TVs, etc.), sidewalks and roadway, Electrical ductbank for MUNI power, lighting for transit stations |

Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

| County | Sponsor | Station/ Systemwide | TIP ID | Project Name | Project Description |
|-----------------------|--|-------------------------------|-----------|---|---|
| San Francisco | Bay Area Rapid Transit District (BART) | Embarcadero BART/Muni Station | SF-170016 | Embarcadero Stn: New North-Side Platform Elevator | San Francisco: At the north end of the Embarcadero BART/Muni Station: Purchase and install a new vertical elevator. A glass enclosed cab and hoistway are envisioned to be used for visual transparency and an emergency stop will be provided at the Muni platform. This project meets the OBAG goal of Transit expansion, reliability and access improvements, is in a PDA, increases Core Capacity and is included in MTC's Bay Area Core Capacity Transit Study. \$1,172,942 for this project is included in VAR170025 for Lifeline Cycle 6. |
| San Mateo | Caltrain | Systemwide | SM-170010 | Caltrain TVM Rehab and Clipper Functionality | Caltrain: Systemwide: Refurbish existing TVM machines and incorporate Clipper functionality that both issue new cards and allow customers to add value in real time. This project will provide each station with a minimum of one dedicated clipper functional ticket vending machine on each station platform. This project will also replace and upgrade clipper card readers (or CID readers) at Caltrain stations as part of the MTC's Clipper upgrade project. |
| San Mateo | Caltrain | Systemwide | SM-190002 | Peninsula Corridor Electrification Expansion | Caltrain: Electric Multiple Unit (EMU) fleet: Expand fleet through procurement of an additional 40 vehicles. This will build on the initial procurement of 96 EMUs through the Peninsula Corridor Electrification Project, which is fully funded and underway. This includes minor modifications to lengthen some station platforms to accommodate 8-car EMU's as well as wayside bike improvements. |
| San Mateo | Burlingame | Burlingame Caltrain Station | SM-210009 | Burlingame Square Caltrain Station Mobility Hub | Burlingame: At the intersection of California Drive and Burlingame Avenue, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility including seating areas, bicycle racks, pedestrian-scale lighting and traffic signal improvements, sidewalk improvements, and pedestrian level wayfinding to help connect users to nearby local services, amenities, and transit |
| San Mateo | Millbrae | Millbrae Transit Center | SM-210010 | Millbrae Transit Center MicroMobility Hub Pilot | Millbrae: Near the Millbrae Transit Center, in a City-owned parking lot: Install new local mobility hub including providing approximately a 5 bike-share, e-bikes station, bike racks, wayfinding signs, site amenities such as shaded waiting area and plantings, and ADA improvements. This area will help bridge first-and last-mile gaps. |
| Solano | Fairfield | Hannigan Station | SOL030002 | Fairfield/Vacaville Hannigan Station Improvements | Fairfield: Capitol Corridor: Project includes 800-foot passenger platform, covered passenger waiting areas, train/bus passenger transfer area including bus passenger transfer facility, park & ride lot, overcrossing and pedestrian undercrossing, traveler information kiosk. |
| Solano | Solano Transportation Authority (STA) | Systemwide | SOL190023 | Solano Regional Transit Improvements - TIRCP 2020 | STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan) At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St |
| Solano | Solano County | Solano 360 Transit Center | SOL230204 | Solano 360 Transit Center Phase 1 | Construct a Rideshare Parking lot as the first phase of the Transit/North Parking Center which will serve as a bus hub within Solano 360 with access to the County fair, and local & regional transit stops. Amenities include exterior lighting, EV charging stations, vegetated medians, and perimeter fencing. A 2-lane roadway with left turn lane, parkway landscaping, and sidewalk & bike lanes will connect from the rest of the site to the south of Sage Street. Install a transit shelter with lighting and benches on Sage for local transit Rte. 5. Enhanced crossings will connect to Regional Transit at the Highway 37 on-ramps stops. |
| Solano | Suisun City | Suisun City Park N Ride | SOL230208 | Park N Ride Parking Lot EV Station Installation | Project is to install three (3) Type-2 EV charging stations and one (1) Type-3 EV charging stations for a total installation of four (4) new EV charging stations in the City's Park N Ride Parking Lot. The Project Scope of Work will include: all necessary electrical underground work and electrical updates, including panel upgrades, that are required to provide the necessary infrastructure to the new EV charging stations; parking facility upgrades required to meet the current ADA accessibility standard requirements, and miscellaneous work that may be required to complete EV charging station installation so that all units are up and available for public use. |
| Regional/Multi-County | Metropolitan Transportation Commission (MTC) | Systemwide | VAR210003 | GL: Transit ADA Operating Support | SF Bay Area: Region-wide: Transit ADA operating support |

Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

| County | Sponsor | Station/ Systemwide | TIP ID | Project Name | Project Description |
|-----------------------|--|--------------------------------|---------------|--|--|
| Regional/Multi-County | Sonoma Marin Area Rail Transit (SMART) | Systemwide | VAR210005 | SMART Rail and Pathway (Phase 2) | Marin and Sonoma Counties: Sonoma County Airport Station to Windsor: Extend rail and pathway (includes freight rail); Petaluma North at Corona Rd: Construct infill station (includes freight rail gauntlet tracks); McInnis to Smith Ranch in San Rafael, Hanna Ranch Rd. to S. Rowland Blvd. in Novato, Lakeville to Payran in Petaluma, Southpoint in Petaluma to Penngrove at Main St, Rohnert Park at Golf Course to Southwest Santa Rosa at Bellevue, Southwest Santa Rosa to Santa Rosa SMART Station (Joe Rodota Trail to 3rd St), San Miguel Rd. to Airport Blvd. in Santa Rosa: Construct multi-use pathway. Project also references RTP IDs 21-T11-201 and 21-T08-060. Other Federal funds are FRA PTC funds. |
| Regional/Multi-County | Metropolitan Transportation Commission (MTC) | Systemwide | VAR210201 | GL: FTA Section 5310 Program FY20 - FY23 | SF Bay Area: Region-Wide: Enhanced Mobility for Seniors and Persons with Disabilities Program Lump Sum Listing. Project include Vehicle replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126 |

Appendix O.

MPO Air Quality Conformity Checklist

MPO Air Quality Conformity Checklist

Conformity Analysis Documentation

Checklist for MPO TIPs/RTPs

(Updated September 2023)

| 40 CFR | Criteria | Ch, Section, Page | Comments |
|-------------------------------------|--|--|--|
| §93.102 | Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries. | III-102, III-104, III-107 to III-111 | |
| §93.102 (b)(2)(iii) | PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget | N/A | |
| §93.102 (b)(2)(iv) | PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor to the PM 2.5 nonattainment problem or that the SIP does not establish a budget (otherwise, conformity applies for NOx) | III-111, III-112, III-119, III-120 | |
| §93.102 (b)(2)(v) | PM2.5 areas: document if both EPA and the state have found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget | N/A | |
| §93.104 (b, c) | Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding. | Item to be included in September 2024 | |
| §93.104 (e) | If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate. | N/A – no new motor vehicle emission budget included in this analysis | |
| §93.106 | <p>If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years."</p> <p>Document that horizon years are no more than 10 years apart ((a)(1)(i)).</p> <p>Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)).</p> <p>Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)).</p> <p>Document that the last year of the transportation plan's forecast period is a horizon year ((a)(1)(iv)).</p> | N/A | marginal for ozone nonattainment & region was re- designated to attainment for carbon monoxide in 2018 |

| 40 CFR | Criteria | Ch, Section, Page | Comments |
|------------------------------------|---|--|--|
| §93.106 (a)(2)(ii) | Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use. | Appendices J-1, J-2 & J-3 | |
| §93.108 | Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity. | III-106 & III-107 | |
| §93.109 (a, b) | Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders. | III-109, III-111, III-112, III-115, III-117 to III-122 | |
| §93.109 (c-k) | Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years. | | Please see "List of Tables" on page III-100 & "List of Figures" on page III-101 |
| §93.109 (e) | Document if the area has a limited maintenance plan and from where that information is found | N/A | |
| §93.109 (f) | Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found | III-108, III-109, III-111 | |
| §93.110 (a, b) | Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun. | III-113 to III-116 | |
| USDOT/EP A guidance | Document that planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years include justification for not reviewing and updating assumptions at least every 5 years. | III-113 to III-116 | https://www.planbayarea.org/files/documents/Plan_Bay_Area_2050_Forecasting_Report_October_2021.pdf - Chapter 3, page 27 |
| §93.110 (c,d,e,f) | <p>Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c).</p> <p>Document the use of the latest transit fares and road and bridge tolls (d).</p> <p>Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e).</p> <p>Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).</p> | https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Report_October_2021.pdf - Chapter 3, page 27 Chapter 4, page 73 | |
| §93.111 | Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period. | III-114 | |

| 40 CFR | Criteria | Ch, Section, Page | Comments |
|---------------------------------------|--|---------------------------|---|
| §93.112 | Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450 . Include documentation of consultation on conformity tests and methodologies as well as responses to written comments. | III-115, III-116 | |
| §93.113 | Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation. | III-123 to III-126 | |
| §93.114 | Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2) . | III-106, III-107 | |
| §93.115 | Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP. | Appendices J-1, J-2 & J-3 | TIP ID number cross-listed with corresponding RTP ID number |
| §93.118 (a, c, e) | For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs. | III-116 to III-119 | |
| §93.118 (b) | Document for which years consistency with motor vehicle emissions budgets must be shown. | III-117 | |
| §93.118 (c) | Document and demonstrate consistency with motor vehicle emissions budgets for each pollutant or pollutant precursor for which the area is in nonattainment or maintenance and for which the applicable SIP plan establishes a motor vehicle emissions budget. | III-116 to III-119 | |
| §93.118 (d) | Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required. | III-115 | |
| §93.119 (a, b, c, d)1 | For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable. | III-119 to III-122 | |
| §93.119 (e) | Document the appropriate baseline year. | III-112 | |
| §93.119 (f) | Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant. | N/A | |

| 40 CFR | Criteria | Ch, Section, Page | Comments |
|---------------------------------------|--|---|---|
| §93.119 (a) | For areas without applicable SIP budgets: Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year. | III-111 to III-113 III-119 to III-122 | |
| §93.119 (h,i) | For areas without applicable SIP budgets: Document how the baseline and action scenarios are defined for each analysis year. | III-111 to III-113 | |
| §93.122 (a)(1) | Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis | Appendices J-1, J-2 & J3 III-117 & III-120 | |
| §93.122 (a)(2, 3) | Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year. | III-116 to III-119 | |
| §93.122 (a)(4,5,6, 7) | For nonregulatory measures that are not included in the TIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation. Document the method(s) used to estimate VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area. | III-114 to III-115 | Default EMFAC2021 Bay Area ambient temperatures & environmental conditions consistent with those used in the Bay Area SIP |
| §93.122 (b)(1)(i) 2 | Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). | | https://www.planbayarea.org/files/documents/Plan_Bay_Area_2050_Forecast_Modeling_Report_October_2021.pdf , page 65 |

| 40 CFR | Criteria | Ch, Section, Page | Comments |
|---------------------------------------|--|-------------------|--|
| §93.122 (b)(1)(ii) 2 | Document the land use, population, employment, and other network-based travel model assumptions. | III-113, III-114 | |
| §93.122 (b)(1)(iii) 2 | Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative. | III-113, III-114 | |
| §93.122 (b)(1)(iv) 2 | Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. | | https://www.planbayarea.org/files/documents/Plan_Bay_Area_2050_Forecast_Modeling_Report_October_2021.pdf , page 66 |
| §93.122 (b)(1)(v) 2 | Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. | | https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf , Chapter 4, pages 66, 78, 128 |
| §93.122 (b)(1)(vi) 2 | Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices. | | https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf , Chapter 4, pages 27-90 |
| §93.122 (b)(2) 2 | Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model. | | https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf Chapter 4, page 128 |
| §93.122 (b)(3) 2 | Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT. | | https://mcdrive.app.box.com/v/TM1-5-2-CalibrationValidation |
| §93.122 (d) | In areas not subject to §93.122(b) , document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled | | https://www.planbayarea.org/files/documents/Plan_Bay_Area_2050_Forecast_Modeling_Report_October_2021.pdf |
| §93.122 (e, f) | Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis. | N/A | |

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|--|---|------------|--|
| <p>§93.122 (g)</p> | <p>If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.</p> <p>The new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan ((g)(1)(i))</p> <p>All plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination; (g)(1)(ii))</p> <p>The design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous (g)(1)(iii))</p> | <p>N/A</p> | |
|--|---|------------|--|

| 40 CFR | Criteria | Ch, Section, Page | Comments |
|--|---|---|--|
| §93.124 | <p>Document if there are subarea budgets established, and for which areas (93.124(c)).</p> <p>Document if there is a safety margin established, and what are the budgets with the safety margin included (93.124(a)).</p> <p>Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)).</p> <p>If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).</p> <p>The previous regional emissions analysis meets 93.118 or 93.119 as applicable ((g)(1)(iv))</p> | <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A, III-112</p> | <p>"baseline year" test used for PM2.5 conformity and no comparison to previous regional analysis included</p> |
| <p>§93.126, §93.127, §93.128</p> | <p>Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.</p> | <p>Appendices J-1, J-2 & J-3</p> | |

¹Note that some areas are required to complete both interim emissions tests.

² 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers: This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.