

2015 TIP Investment Analysis: Focus on Low-Income and Minority Communities

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2013 TIP was adopted by the Commission on July 18, 2013 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on August 12, 2013. MTC has developed the Draft 2015 TIP, which covers the four-year period of FY 2014-15 through FY 2017-18.

As part of the 2013 TIP development, MTC had conducted an investment analysis with a focus on minority and low-income residents to assist in the public assessment of the TIP, and specifically to address the equity implications of the proposed TIP investments. An update to this analysis for the 2015 TIP is discussed here. The purpose of the analysis is to understand if low-income and minority populations are sharing equitably in the TIP's financial investments. The analysis calculates the shares of 2015 TIP investments flowing to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to that of the general population. This report presents the results of this analysis. For reference, the 2013 TIP investment analysis is available at http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Final_Investment_Analysis_Report.pdf.

While this investment analysis is a companion to the 2015 TIP, it is also a follow-up to several related MTC efforts, including the Plan Bay Area Equity Analysis, Transportation 2035 Equity Analysis (February 2009), the Snapshot Analysis for MTC Communities of Concern (June 2010), the 2013 TIP Investment Analysis (July 2013) and the 2011 TIP Investment Analysis (September 2010). Together, these efforts are meant to provide accurate and current data to help inform decision-makers and the public, and to inform and encourage public.

MTC strives to employ best practices in metropolitan planning, and we constantly seek to refine and improve the analytical work that undergirds our planning processes. In keeping with these efforts MTC staff actively seeks feedback on this analysis. This document is available online at www.mtc.ca.gov/funding/tip/2015/2015_tip_investment_analysis_report-final.pdf.

About the 2015 TIP

The Bay Area's 2015 TIP includes roughly 1,000 transportation projects, and a total of approximately \$9.5 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2018. Figure 1 on the next page illustrates the relative share of the 2015 TIP fund sources, with state sources comprising the largest share at over one-third of total

funding. Roughly 40 projects account for \$5.9 billion or 62 percent of the total funding in the 4-year TIP period. See Attachment A for a map of projects with costs greater than \$200 million.

Figure 1

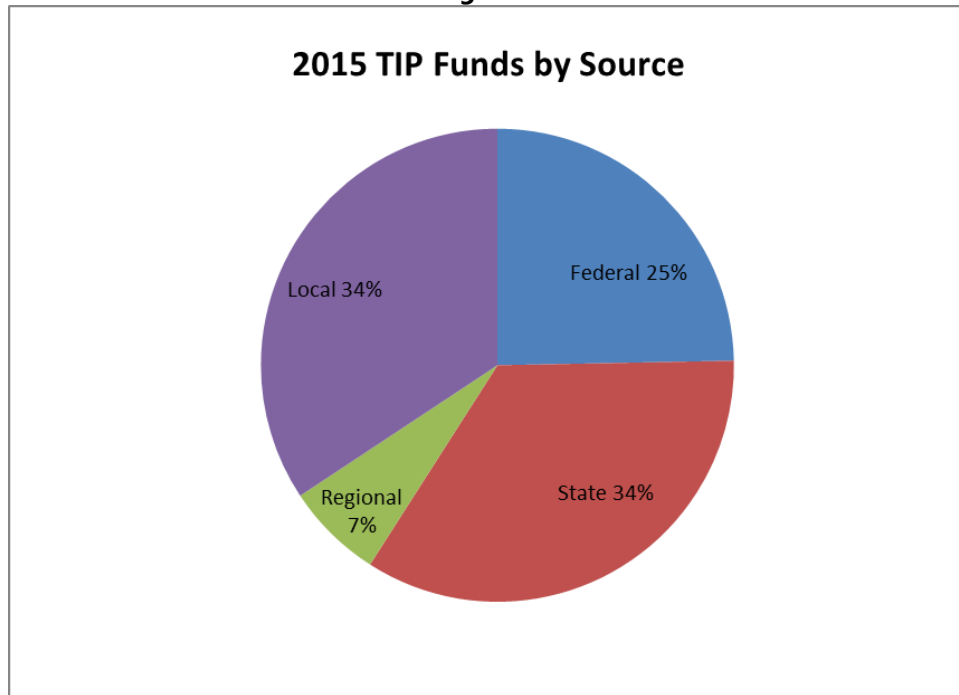
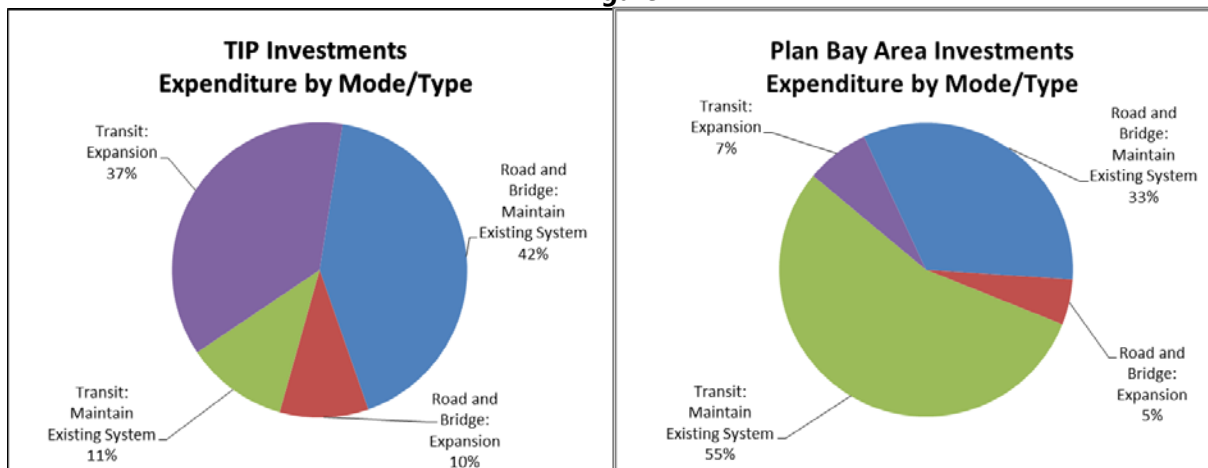


Figure 2 below at left shows the planned investments in the 2015 TIP by transportation mode (road/bridge or transit) and type of expenditure (maintenance/management or capital expansion). The TIP investments for bicycle and pedestrian improvements are included under the road/bridge category as elements of complete streets. As a frame of reference, the Plan Bay Area expenditures by mode and function are shown as well on the right.

Figure 2



The most striking difference is that the share of capital expansion for both transit and complete streets/highways is much greater in the 2015 TIP than is the case for Plan Bay Area.

The main reason for this difference is that the TIP represents only a fraction of Bay Area transportation investments and is only a four-year snapshot. Because the TIP is focused on projects that have federal funds, will require a federal action, or are regionally significant, it tends by its nature to be more heavily weighted toward capital projects – such as roadway preservation, transit extensions and replacement of transit vehicles. The majority of funds that go to operate, maintain, and manage the region’s transportation system – both for transit and streets and roads – are not a part of the TIP though they are a significant part of Plan Bay Area. For this reason, the TIP investments are not representative of the broader funding picture in Plan Bay Area, the region’s long-range plan.

Another feature of the TIP that distinguishes it from the region’s long-range plan is that it tends to be a more dynamic document – meaning that it is revised frequently to reflect changing fund sources and project changes, and on-going programming efforts. For example, the current 2015 TIP does not yet reflect over \$1.7 billion in Federal Transit Administration (FTA) formula funds because the Commission has not yet adopted a final program for the four years of the TIP. These funds have historically been directed to transit rehabilitation. Once the action occurs, the 2015 TIP will be amended to include the projects and funding. As context, the 2011 TIP was revised over 30 times between its adoption and the approval of the 2013 TIP.

Equity and Environmental Justice Considerations

As the federally designated MPO, MTC is responsible for developing a long-range regional transportation plan and the TIP. The legal, regulatory, and policy framework for addressing equity and environmental justice as it relates to the long-range transportation planning process is included in Appendix A and includes: 1) Title VI of the Civil Rights Act; 2) Federal Guidance on Environmental Justice; and 3) MTC’s Environmental Justice Principles.

These laws, regulations, and policies form the basis of analyzing MTC’s Plan Bay Area for equity and inform the 2015 TIP Investment Analysis. MTC is building on the work undertaken in the 2011 TIP Investment Analysis, the 2013 TIP Investment Analysis, the Transportation 2035 analysis, and the Equity Analysis for Plan Bay Area. We continue to seek feedback on the methodology and future enhancements to the analysis.

Bay Area – Demographic Context

Before embarking on a discussion of the analysis, it is important to understand demographic and travel patterns for the Bay Area. In terms of overall demographics, roughly 31 percent of the region’s households are low-income, defined as households with incomes that fall below roughly 200 percent of the federal poverty level for a family of four. Also, the Bay Area is now a “majority minority” region with 58 percent of the households in the racial/ethnic minority category. Table 1 provides summary information on demographics.

Table 1. Population Distribution by Income and Race/Ethnicity

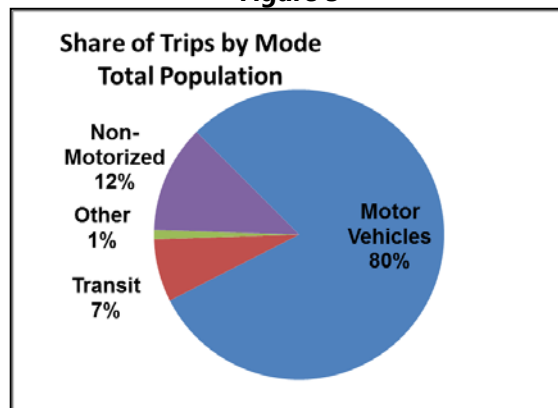
Population Distribution by Household Income		
	Population	% of Total
Low-Income (≤ \$50,000)	2,211,080	31%
Not Low-Income (> \$50,000)	4,843,266	69%
Total	7,054,346	100%
Population Distribution by Race/Ethnicity		
	Population	% of Total
Minority	4,117,836	58%
Non-Minority	3,032,903	42%
Total	7,150,739	100%

Sources: 2010 Census SF1; 2010 American Community Survey (ACS): Public Use Microdata Sample 1 Year Estimates.

Notes: Low-income universe is the population in households, excluding persons living in group quarters. Low-income households adjusted for inflation across different data sources/years to capture households with incomes below \$50,000 per year in 2006 dollars. Population totals for the region differ in the table above due to differences in the methodologies used to create the data sources.

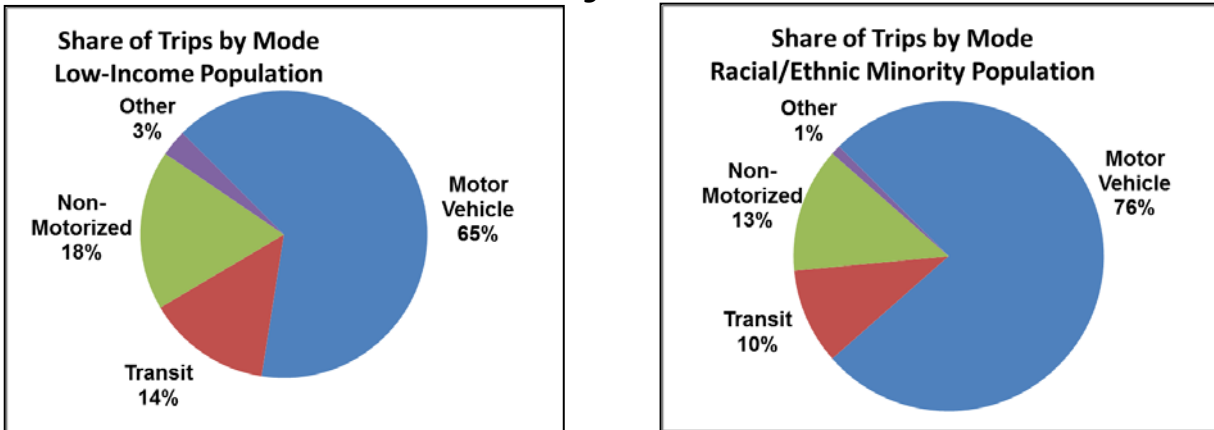
Most notably in terms of travel patterns, Figure 3 illustrates that trips by all Bay Area residents are overwhelmingly made by motor vehicle (80 percent) by the population at large, followed by non-motorized trips (12 percent), and transit (7 percent). While there are real differences for travel patterns for minority and low-income populations, motor vehicles are still the primary mode for trips at 65 percent or greater for both groups (see Figure 4).

Figure 3



Source: 2000 Bay Area Travel Survey.

Figure 4



Source: 2000 Bay Area Travel Survey.

Investment Analysis Overview and Results

The 2015 TIP Investment Analysis uses the following analytical methodology to compare how low-income and minority communities may be affected by the proposed investments in the 2015 TIP:

- Population Use-Based Analysis:** This analysis is use-based. It compares the estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations. In the aggregate, the analysis measures transit and motor vehicle trips using the 2000 Bay Area Travel Survey (2000 BATS). In drilling deeper into the slice of roadway investment alone, the analysis uses vehicle miles traveled (VMT) as the measure of system use from the 2000 BATS. Similarly, for a more refined look at transit investment alone, transit trips are measured using data from MTC's 2006 Transit Passenger Demographic Survey.
- Mapped Projects Analysis:** In addition to the analytical methodologies framework and based on feedback received from the MTC Policy Advisory Council, staff has also mapped projects in the 2015 TIP that are mappable and overlaid them over Communities of Concern; and census tracts with above average minority populations (included as Appendix C).
- Title VI Analysis:** MTC is using the above methodologies within the broader Transportation Investment Analysis framework along with a disparate impact analysis of the Transportation Investment Analysis results to meet federal Title VI requirements.

The results are discussed below. Appendix B includes definitions and data sources used in this analysis.

Population Use-Based Analysis

The population-based analysis was conducted as follows:

- The 2015 TIP investments were separated into two modes: transit and road/highway.

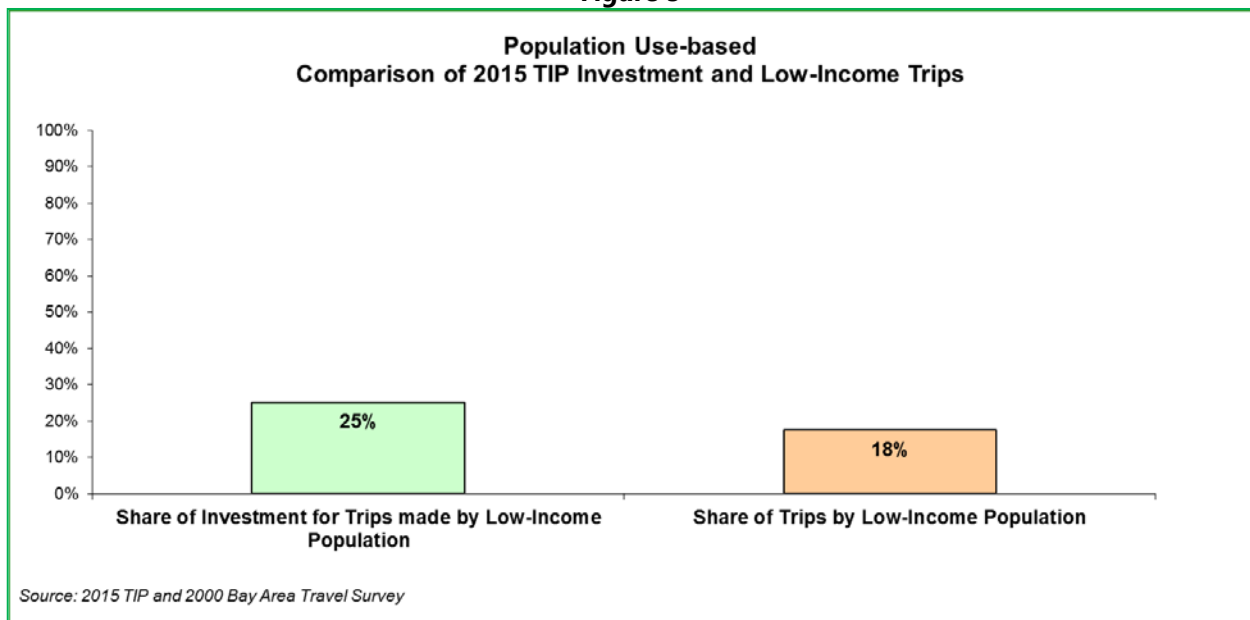
- Investments were allocated in each category to low-income and minority populations, and other populations according to each groups' usage share of each mode at the county or transit operator level.
 - First, to analyze what share of each mode (transit and roads/highways) low-income and minority populations utilize, the following definitions were used:
 - *Low-Income Households*: Low-income households were defined as households earning \$50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level for a family of four.
 - *Minority Households*: For this analysis, minority households were defined using U.S. Census Bureau definitions.
 - Second, the assignment of investment by usage was performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis was conducted at the county level for highways and roadways and at the transit-operator level for transit. As an illustrative example, for a \$50 million state highway project in Alameda County, 18 percent or \$9 million, would have been assigned as a financial benefit to low-income populations and the remaining 82 percent or \$41 million to other populations because 18 percent of Alameda County motor vehicle trips are made by low-income populations based on the 2000 BATS. A similar approach was followed for transit investment allocations. For multimodal, aggregate analysis, trip data from the 2000 BATS were used. For the in-depth transit analysis, data came from MTC's 2006 Transit Passenger Demographic Survey. For the focused roadway analysis, vehicle miles traveled (VMT) data from the 2000 BATS were used.
- Lastly, the investments by mode (from county or transit operator data) were summed for low-income and minority populations and for all other populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations was then compared to the percent of investment for trips supporting that population.

As a regional-level analysis, this assessment is quite coarse, and has several limitations. The most significant shortcoming is that the analysis does not directly assess the benefit and burden of specific projects or programs. With respect to assigning investment benefit from expansion projects to households, this analysis is limited to assuming that existing usage demographics apply, since current demographic and travel surveys do not include future riders or drivers who will be attracted to the areas served by these expansions either as origins and destinations. Moreover, the roadway-usage share does not account for the benefit to the region's transit vehicles that share the roads with private automobiles. Also, for simplicity, pedestrian and bicycle projects were assigned to local streets and roads and not specifically assigned based on usage by low-income or minority populations of these facilities, or walk/bike mode share.

Population Use-Based Results

Table 2. Population Use-Based Comparison of 2015 TIP Investment and Trips by Income Distribution			
	2015 TIP Investments	% of Investment	% of Trips
Trips by People Living in Low-Income Households (≤\$50k/yr)	\$2,331,948,851	25%	18%
Trips by People Living in Not-Low Income Households (>\$50k/yr)	\$7,176,862,562	75%	82%
Total	\$9,508,811,413	100%	100%

Figure 5

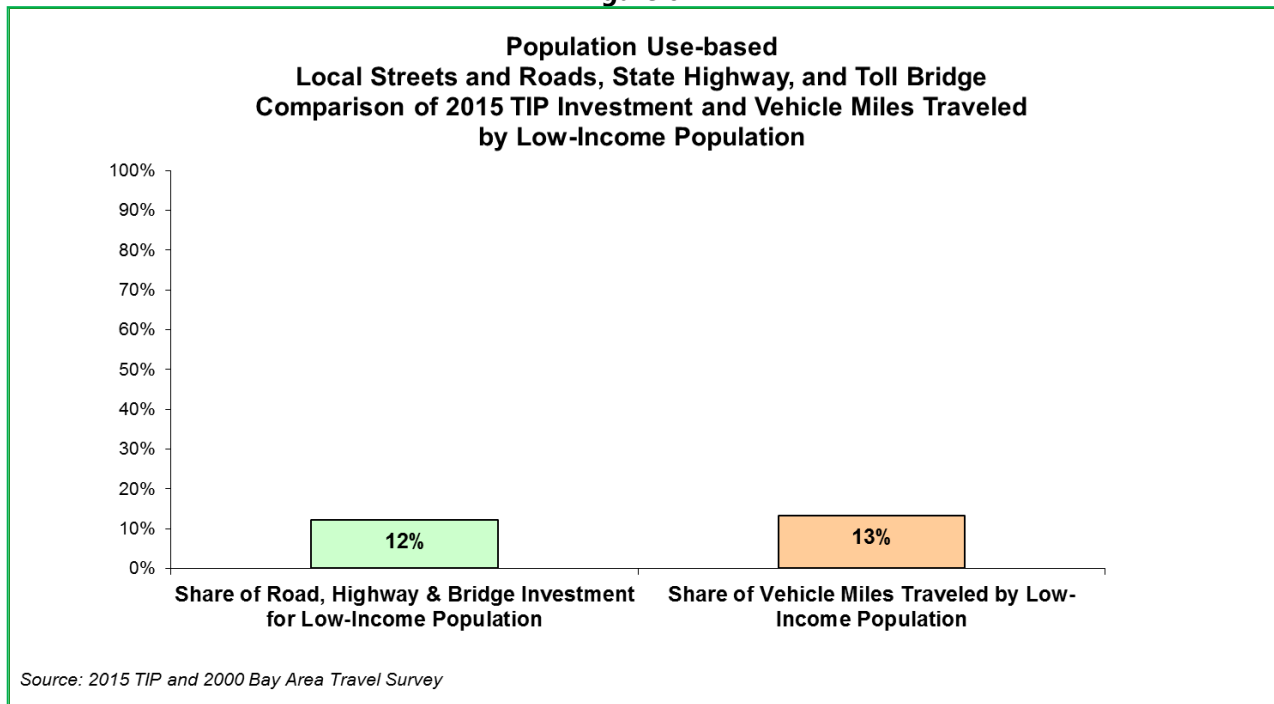


Observations

- The share of investment in projects that support trips made by people living in low-income households (25%) is greater than the proportion of trips made by people living in households that earns \$50,000 or less (18%).
- While low-income households make up 31% of the population in the Bay Area (Source: 2010 American Community Survey [ACS]: Public Use Microdata Sample 1 Year Estimates) people living in these households account for only 18% of all trips (Source: 2000 Bay Area Travel Survey).

Table 3. Population Use-Based Local Streets and Roads, State Highway, and Toll Bridge Comparison of 2015 TIP Investment and Vehicle Miles Traveled by Income Distribution			
	Road, Highway & Bridge Investment	% of Investment	% of Vehicle Miles Traveled
Drivers Living in Low-Income Households (<\$50k/yr)	\$601,220,854	12%	13%
Drivers Living in Not Low-Income Households (>\$50k/yr)	\$4,329,897,004	88%	87%
Total	\$4,931,117,858	100%	100%

Figure 6

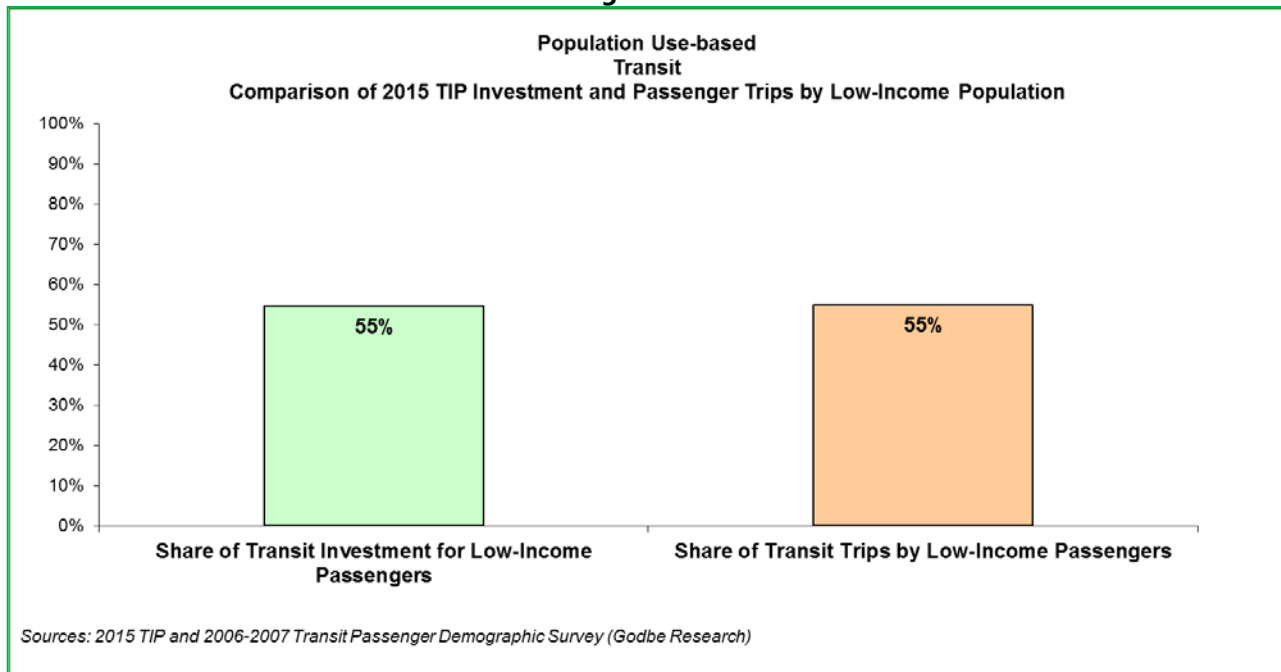


Observations

- The share of investments in local road, state highway and toll bridge systems that benefit drivers living in low-income households (12%) is slightly lower than the share of total vehicle miles traveled by drivers living in low-income households (13%).
- While low-income households account for 31% of the population in the Bay Area (Source: 2010 American Community Survey [ACS]: Public Use Microdata Sample 1 Year Estimates) the drivers living in these households account for only 13% of the driving done in the region (Source: 2000 Bay Area Travel Survey).

Table 4. Population Use-Based Transit Comparison of 2015 TIP Investment and Passenger Trips by Income Distribution			
	Transit Investment	% of Investments	% of Passenger Transit Trips
Passengers Living in Low-Income Households (≤\$50k/yr)	\$2,496,511,717	55%	55%
Passengers Living in Not Low-Income Households (>\$50k/yr)	\$2,081,181,838	45%	45%
Total	\$4,577,693,555	100%	100%

Figure 7

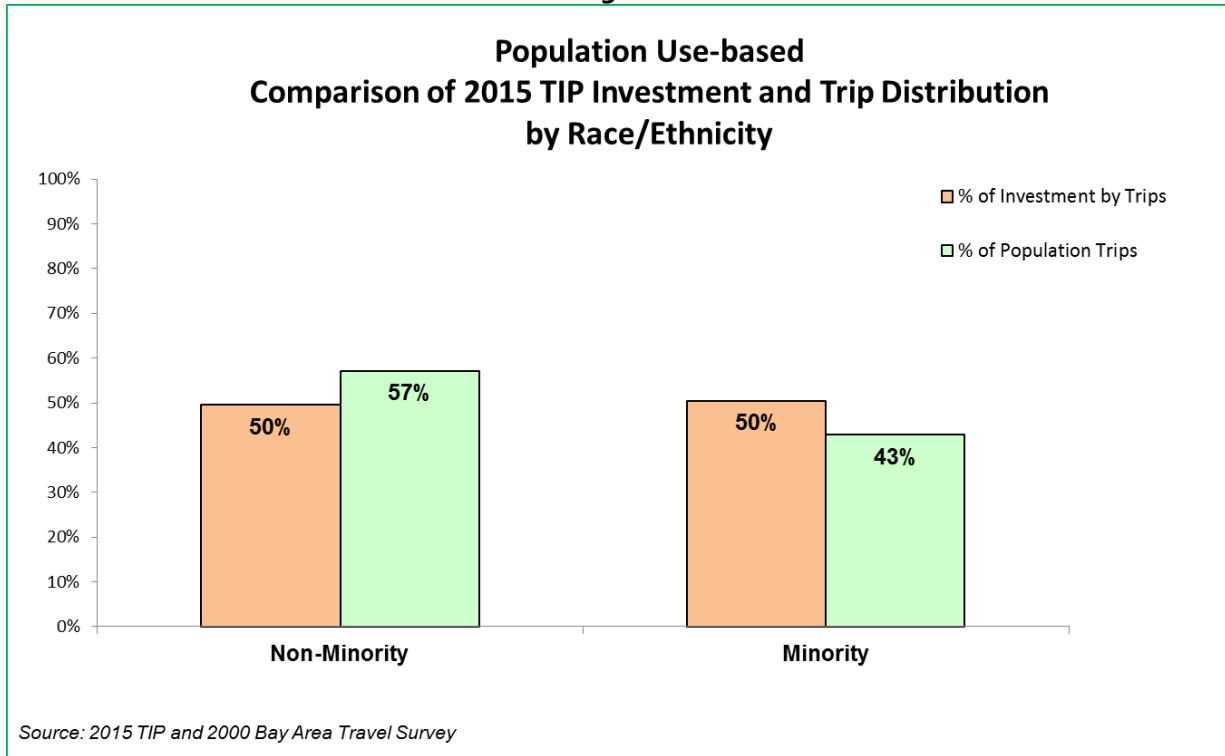


Observations

- The share of transit investment for passengers living in low-income households (55%) is equivalent to the share of transit trips taken by passengers living in low-income households (55%).
- While the share of total low-income households in the Bay Area is 31% of the population (Source: 2010 American Community Survey [ACS]: Public Use Microdata Sample 1 Year Estimates), passengers from these households account for 55% of transit trips (2006-2007 Transit Passenger Demographic Survey).

Table 5. Population Use-Based Comparison of 2015 TIP Investment and Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Trips
Non-Minority	\$4,712,783,953	50%	57%
Minority	\$4,796,027,460	50%	43%
Total	\$9,508,811,413	100%	100%

Figure 8

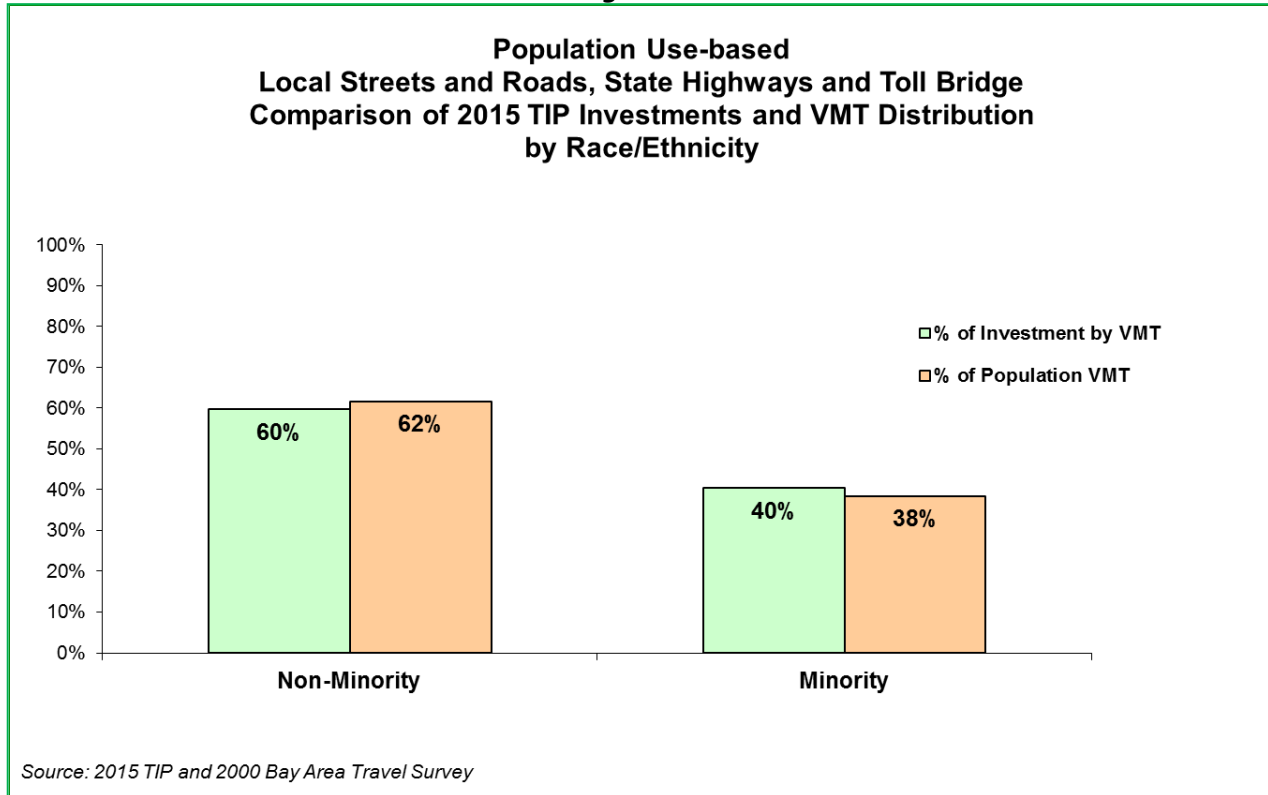


Observations

- Minority households make up 58% of the population, and take 43% of all trips in the Bay Area.
- The share of transportation investments in the Bay Area that support minority population trips (50%) is greater than the share of trips taken by these communities (43%).

Table 6. Population Use-Based Local Streets and Roads, State Highways and Toll Bridge Comparison of 2015 TIP Investments and VMT Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by VMT	% of Investment	% of Population VMT
Non-Minority	\$2,946,441,905	60%	62%
Minority	\$1,984,675,953	40%	38%
Total	\$4,931,117,858	100%	100%

Figure 9

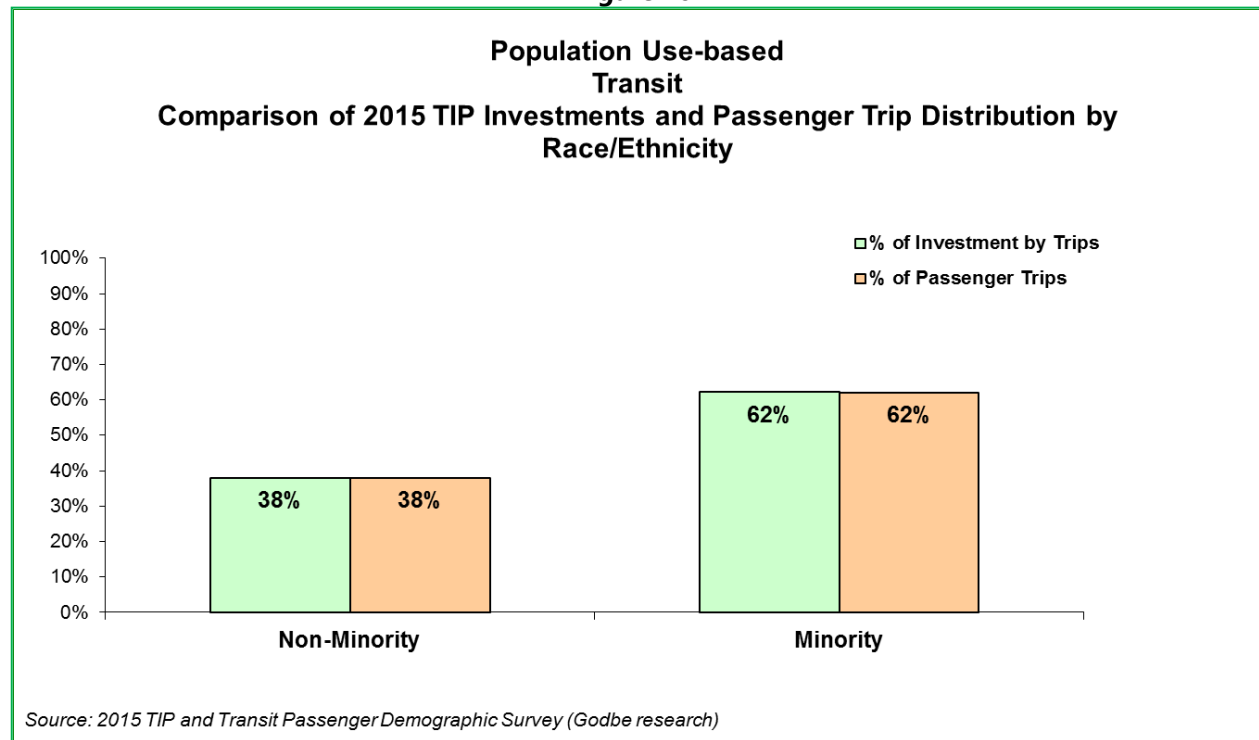


Observations

- Minority households make up 58% of the population in the Bay Area, and account for 38% of the vehicle miles traveled in the Bay Area.
- The share of local streets and roads, state highway, and toll bridge investments that support minority communities in the Bay Area (40%) is greater than the share of vehicle miles traveled by minority populations at 38%.

Table 7. Population Use-Based Transit Comparison of 2015 TIP Investments and Passenger Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Passenger Trips
Non-Minority	\$1,733,497,723	38%	38%
Minority	\$2,844,195,832	62%	62%
Total	\$4,577,693,555	100%	100%

Figure 10



Observations

- While minority groups make up 58% of the Bay Area population, this population accounts for 62% of all transit trips.
- The share of investment in racial/ethnic minority transit trips (62%) is equivalent to the share of transit trips made by minority populations (62%).

Mapped Project Analysis

To supplement the population/use-based analysis described above, MTC mapped projects in the TIP that are mappable and overlaid them against communities of concern as well as census tracts with concentrations of minority populations that are above the regional average. This analysis is in response to stakeholder feedback that it is also important to analyze the overall spatial distribution of projects to assess equitable access to TIP investments.

The project mapping analysis also has some 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 operations and maintenance of their entire system, which cannot be represented as a simple point or line on a map in relation to a specific community.

Second, despite previous attempts by MTC to quantify the spatial distribution of regional investments in response to stakeholder requests (as in the 2011 TIP Investment Analysis), stakeholders have not agreed on how investments can be appropriately accounted for in terms of whether or not a specific project or investment truly benefits a specific community and to what degree.

Given these limitations, the Regional Equity Working Group, which reviewed and provided input on the Transportation Investment Analysis methodology for Plan Bay Area and the draft 2013 TIP, recommended a more straightforward qualitative, rather than quantitative, assessment of the spatial distribution of mappable projects included in the TIP.

This qualitative assessment mainly involves examining the distribution of projects for any apparent systematic exclusion of communities of concern or minority communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities.

The component of this analysis overlaying TIP investments against communities with above-average minority populations also constitutes part of the Title VI Analysis. All the maps are included as part of Appendix C.

Title VI Analysis

The Federal Transit Administration released guidance in October 2012 specifying how MPOs such as MTC are to certify compliance with the provisions of Title VI of the Civil Rights Act of 1964 in the metropolitan planning process. This section describes the methodology that MTC is using to meet these requirements within the broader Transportation Investment Analysis framework for the TIP, including the methodology for conducting a disparate impact analysis of the Transportation Investment Analysis results. This methodology is the same as the one utilized in Plan Bay Area.

The key FTA requirements the Transportation Investment Analysis addresses in terms of Title VI are:

FTA Requirement	Related Plan Bay Area Analysis
“Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ...”	(1) Project mapping analysis overlaying mappable TIP projects against 2010 Census tracts with above-average concentrations of minority residents.
“[C]harts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...”	(2) Population/use-based analysis of <u>only</u> public transit investments using State and Federal funding sources.
“An analysis of impacts identified in paragraph [above] that identifies any disparate impacts on the basis of race, color, or national origin”¹	(3) Disparate impact analysis comparing TIP investments per capita for minority populations identified under (2) above as a percentage of per-capita investments identified for non-minority populations.

The disparate impact analysis under (3) incorporates the quantitative results produced by the population/use-based analysis under (2) to make a determination of any disparate impact. The mapping analysis under (1) therefore shows all investments overlaid against minority tracts, regardless of fund source, and is a qualitative analysis only. MTC does have the ability to specify public transportation investments that use State and Federal funds in the population/use-based analysis under (2) above. Some of the State and Federal fund sources included in the Title VI analysis of are: FTA 5307, FTA 5309, FTA 5311, FTA 5337 funds, STP/CMAQ, and Proposition 1B funds.

It is important to note that a substantial share of total funding dedicated to transit operators for ongoing operations and maintenance of their entire system comes from state, regional and local

¹ FTA Circular 4702.1B, page VI-2.

sources that are generally not included as part of the TIP as they generally do not require a federal action.

To conduct the disparate impact analysis under (3) above, the results of the population/use-based analysis of public transportation investments using State and Federal funds under (2) are first expressed in terms of investments per capita for both minority and non-minority transit riders (or total population) in the region as follows:

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

$$\text{Non-minority benefit per capita} = \frac{\text{Total transit investments allocated to non-minority riders}}{\text{Total regional non-minority transit ridership (or population)}}$$

Next, the minority and non-minority per-capita benefit results are compared, expressing the minority benefit per capita as a percentage of the non-minority benefit per capita:

$$\text{Result (\%)} = \frac{\text{Minority benefit per capita}}{\text{Non-minority benefit per capita}}$$

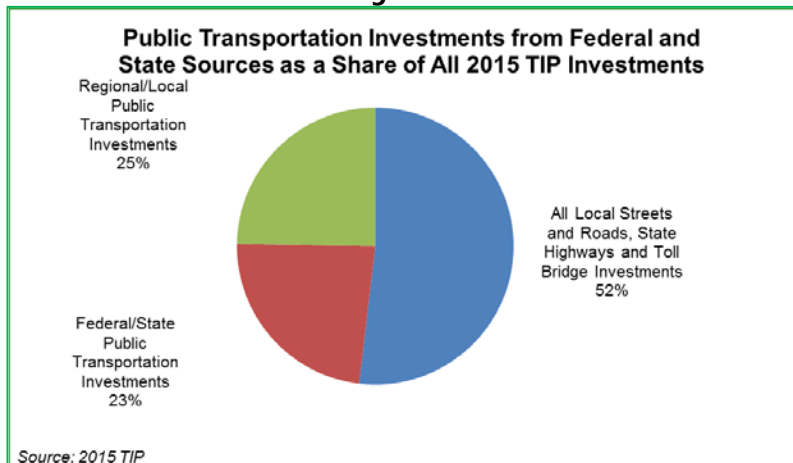
Although FTA does not provide specific guidance or standard benchmarks for MPOs to use in the metropolitan planning process to determine whether any given result represents a disparate impact, a general practice in disparate impact analysis is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact is found to be statistically 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.”²

Results of the Title VI Analysis

First, to address FTA’s MPO-specific requirements for Title VI disparate-impact analysis, Federal and State funding sources for public transportation are separated out from the total TIP investments, as illustrated below in Figure 11.

² FTA Circular 4702.1B, page VI-2.

Figure 11



Next, using the same methodology as the population/use based investment analysis presented above, the \$2.2 billion in the TIP’s public transportation investments using Federal and State sources is distributed to minority and non-minority transit riders based on their respective shares of ridership among the various Bay Area transit agencies, and total investment shares are compared to the region’s overall transit ridership and populations as a whole, as shown in Table 8.

Race/Ethnicity	Total Federal/ State Transit Funding (Millions \$)	% of Total Federal/ State Transit Funding	% of Regional Transit Ridership	% of Total Regional Population
Minority	\$1,355	61%	62%	58%
Non-minority	\$869	39%	38%	42%
Total	\$2,225	100%	100%	100%

Finally, investments are distributed on a per-capita and per-rider basis so that investment benefits accruing to the region’s minority riders and populations can be compared as a percentage to investment benefits accruing to the region’s non-minority populations and riders, as shown in Table 9 and Table 10, respectively.

Race/Ethnicity	Total Federal/ State Transit Funding (Millions \$)	Regional Population (2010)	Per-Capita Benefit	Minority Per-Capita Benefit as % of Non-minority Per-Capita Benefit
Minority	\$1,355	4,117,836	\$329	115%
Non-minority	\$869	3,032,903	\$287	
Total	\$2,225	7,150,739		

Source: 2015 TIP, 2006 Transit Passenger Demographic Survey, 2010 Census SF1.

Table 10. Disparate Impact Analysis of 2015 TIP Investments: Ridership Analysis				
Race/Ethnicity	Total Federal/ State Transit Funding (Millions \$)	Avg. Daily Transit Ridership (2006)	Per-Rider Benefit	Minority Per-Rider Benefit as % of Non-minority Per-Rider Benefit
Minority	\$1,355	816,059	\$1,661	95%
Non-minority	\$869	498,303	\$1,745	
Total	\$2,225	1,314,362		

Source: 2015 TIP, 2006 Transit Passenger Demographic Survey, MTC Statistical Summary for Bay Area Transit Operators.

On a per-capita population basis, Table 9 shows minority persons in the region are receiving 115% of the benefit of the TIP’s investments in public transportation from Federal and State sources compared to non-minority persons. On a ridership basis, Table 10, shows that minority riders are receiving 95% of the benefit of Federal- and State-funded transit investments in the TIP compared to non-minority riders. This 5% difference between minority and non-minority per-rider benefits does not demonstrate a systematic disbenefit to minority populations, and therefore this analysis finds no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the 2015 TIP.

Key Findings

The purpose of this investment analysis is to compare the allocation of 2015 TIP investments between low-income and minority populations and all other populations. The key question addressed is: “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”

This analysis attempts to take a relatively conservative approach to assigning investments (or “benefit”) to low-income households given some of the limitations of the analysis. The results suggest that according to several indices, the 2015 TIP invests greater public funding to the benefit of low-income and minority communities than their proportionate share of the region’s population or trip-making as a whole.

- As shown in Table 11 the analysis concludes in the aggregate that there is a relatively higher proportional investment in the 2015 TIP in minority and low-income populations than the proportionate share of trips taken by minority and low-income populations.

Table 11. Findings for Aggregate Analysis

Population Use-Based	Share of 2015 TIP Investment	Share of Total Trips/Population
Low-Income	25%	18% (total trips)
Minority	50%	43% (total trips)

- In delving deeper into the investments by mode, one finds that the results are similar. For example, for transit, the results show that for low-income populations, the share of investment (55 percent) was equivalent to the share of trips (55 percent). The share of investment in minority transit trips (62 percent) is both slightly greater than the minority share of the total population (58 percent) and also equivalent to the share of transit trips made by minority populations (62 percent). For streets and road investments, these findings also hold true for the minority trips, but not for trips by low-income population when compared against the Vehicle Miles Traveled. However, in no case, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.
- The Title VI Analysis finds no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the 2015 TIP.

Appendix A: Regulatory and Policy Context for Environmental Justice in Transportation Planning

The contents of this report are intended to satisfy several federal requirements as well as regional policy objectives as summarized in this section. At the federal level are civil rights protections afforded to persons against discrimination in federal programs on the basis of race, color, or national origin; and federal environmental justice objectives. At the regional level are MTC's own adopted environmental justice principles in addition to numerous efforts by MTC and ABAG to incorporate social equity throughout the agencies' regional planning efforts, including Plan Bay Area.

Title VI of the Civil Rights Act of 1964: The Right of Non-discrimination in Federally Funded Programs on the Basis of Race, Color, or National Origin

This section discusses the relationship between Title VI, its requirements, and the development of the Regional Transportation Plan and Transportation Improvement Program.

What Is Covered under Title VI?

Title VI of the Civil Rights Act of 1964 states that "[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."³ Title VI further authorizes Federal agencies that make grants (for example, the U.S. Department of Transportation) to promulgate regulations to effectuate compliance with the law's provisions.

What Are MTC's Responsibilities?

As a recipient of DOT funds, MTC is responsible for complying with DOT regulations related to Title VI⁴ (see

U.S. Department of Transportation Title VI Regulations

Specific discriminatory actions prohibited under DOT Title VI regulations include:

- (1) A recipient under any program to which this part applies may not, directly or through contractual or other arrangements, on the grounds of race, color, or national origin.
 - (a) Deny a person any service, financial aid, or other benefit provided under the program;
 - (b) Provide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program;
 - (c) Subject a person to segregation or separate treatment in any matter related to his receipt of any service, financial aid, or other benefit under the program;
 - (d) Restrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program;
 - (e) Treat a person differently from others in determining whether he satisfies any admission, enrollment, quota, eligibility, membership, or other requirement or condition which persons must meet in order to be provided any service, financial aid, or other benefit provided under the program;
 - (f) Deny a person an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program; or
 - (g) Deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.
- (2) A recipient, in determining the types of services, financial aid, or other benefits, or facilities which will be provided under any such program, or the class of person to whom, or the situations in which, such services, financial aid, other benefits, or facilities will be provided under any such program, or the class of persons to be afforded an opportunity to participate in any such program; may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.

³ 42 U.S.C §2000d.

⁴ 49 CFR part 21.

sidebar). In October 2012, the Federal Transit Administration issued a new Circular with guidance to its recipients for compliance with federal Title VI requirements.⁵ This guidance lays out requirements for FTA's recipients, including metropolitan planning organizations (MPOs) such as MTC, to ensure that their programs, policies, and activities comply with the Department of Transportation's Title VI regulations. The guidance offers several specific requirements that MPOs must submit to the State and to FTA as part of their overall Title VI Programs, including:

- "All general requirements set out in [the General Requirements section of the] Circular.
- "A demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate;...
- "A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process;
- "Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ... and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...;
- "An analysis of impacts identified in paragraph (4) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines 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."⁶

Specific methods MTC uses in addressing these requirements for the Regional Transportation Plan are included in Plan Bay Area. In addition to analyzing the long-range Plan as described in this report, MTC's broader Title VI program includes a variety of commitments to ensure nondiscrimination on the basis of race, color, or national origin in its programs and activities.⁷

Environmental Justice: Avoiding, Minimizing, or Mitigating Disproportionately High and Adverse Effects on Low-Income and Minority Populations

Environmental justice is a concept related to, but distinct from civil rights and Title VI. Whereas Title VI provides legal protection from discrimination in Federal programs on the basis of "race, color, or national origin," environmental justice in the context of the region's long range Plan relates to an administrative framework for internal management of federal agencies to ensure their programs and activities incorporate environmental justice principles and do not disproportionately burden low-income and minority populations.

The environmental justice movement emerged following the broader environmental movement of the 1960s and 1970s, out of concern that predominantly minority and low-income communities were bearing disproportionate environmental burdens relative to their non-

⁵ Federal Transit Administration Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*: http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf.

⁶ FTA Circular 4702.1B, page VI-1f.

⁷ For more information, see MTC's Title VI page at: http://www.mtc.ca.gov/get_involved/rights/title_VI.htm.

minority and non-low-income counterparts. In this sense, the “justice” aspect of environmental justice is rooted in the basic concept of fairness in terms of an equitable distribution of environmental benefits and burdens, and seeks to promote participation of community members in the decision-making processes that affect them.

What Is Covered under Environmental Justice?

In an effort to address environmental justice concerns mounting across the country during the 1980s and early 1990s, in 1994 President Clinton signed Executive Order 12898, *Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*. This Order directed each Federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”⁸ Furthermore, the Executive Order directed each agency to develop an agency-wide environmental justice strategy.

Accordingly, the U.S. Department of Transportation issued its original Environmental Justice Order in April 1997, establishing DOT’s overall strategy and procedures to be used by DOT to comply with EO 12898. In response to the Memorandum of Understanding on Environmental Justice signed by heads of Federal agencies on August 4, 2011, in an effort to “renew the process under Executive Order 12898 for agencies to provide environmental justice strategies and implementation progress reports,”⁹ DOT issued its revised environmental justice strategy, DOT Order 5610.2(a), in March 2012. This Order places responsibility on the head of each Operating Administration within DOT to determine whether programs, policies, or activities for which they are responsible will have an adverse human health or environmental effect on minority and low-income populations and whether that adverse effect will be disproportionately high.

As operating administrations within DOT, the Federal Highway Administration and Federal Transit Administration both define three fundamental environmental justice principles consistent with the Executive and DOT Orders as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The DOT Order further defines “disproportionately high and adverse effect on minority and low-income populations” as an adverse effect that:

⁸ Executive Order 12898 (1994, Clinton).

⁹ Memorandum of Understanding on Environmental Justice and Executive Order 12898, available at: <http://www.epa.gov/compliance/ej/resources/publications/interagency/ej-mou-2011-08.pdf>.

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

In June 2012, the Federal Highway Administration released a new and updated Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.¹⁰ This Order clarifies FHWA's environmental justice policies, guidance, and responsibilities consistent with the updated DOT Order.

In August 2012, the Federal Transit Administration released final guidance in the form of a Circular on incorporating environmental justice principles into plans, projects, and activities that receive funding from FTA.¹¹ This final guidance provides recommendations to recipients of FTA funds, including metropolitan planning organizations, on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects.

MTC Environmental Justice Principles

In addition to MTC's long-standing commitment to supporting DOT, FHWA, and FTA in fulfilling their environmental justice mission under the Executive Order, MTC's commitment to environmental justice is embodied in the Environmental Justice principles adopted by the Commission in 2007. Developed in a collaborative process involving regional environmental-justice stakeholders and transportation agencies, the adopted principles affirm MTC's ongoing commitments to:

1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.
2. 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.

What Are MTC's Responsibilities?

Recipients' responsibilities regarding environmental justice are part of FTA's annual Master Agreement, which requires recipients, including MTC, to promote environmental justice by following and facilitating FTA's compliance with Executive Order 12898, and following DOT's

¹⁰ FHWA Order 6640.23A, available at: <http://www.fhwa.dot.gov/legregs/directives/orders/664023a.htm>.

¹¹ FTA Circular 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, available at: http://www.fta.dot.gov/legislation_law/12349_14740.html.

Order on environmental justice. MTC fulfills these responsibilities through a range of programs and activities that support environmental justice principles, including:

- Identifying mobility needs of low-income and minority communities through MTC's Community Based Transportation Planning Program.
- Developing and implementing MTC's Public Participation Plan, which lays out specific strategies for engaging low-income and minority populations and other community stakeholders throughout the metropolitan planning process in general, and providing for input on the development of the Equity Analysis methodology and the definitions of environmental justice populations and performance measures in particular.
- Conducting an environmental justice analysis of the Regional Transportation Plan (as referenced in this report), including an analysis of the distribution of regional transportation investments for low-income and minority populations, and analysis of benefits and burdens using technical performance measures to determine whether the proposed investment strategy may present any disproportionately high and adverse human health and environmental effects on environmental justice populations.
- Continually refining and updating the data and analytical methods required to carry out environmental justice analysis at the regional, programmatic level, incorporating both stakeholder feedback and ongoing improvements in analytical technologies and data collection.

Appendix B: Definitions and Data Sources

Definitions

Minority

Minority populations include persons who identify as any of the following groups defined by the Census Bureau in accordance with guidelines provided by the U.S. Office of Management and Budget (OMB):

- American Indian or Pacific Islander alone
- Asian alone
- Black or African-American alone
- Hispanic or Latino of any race
- Native Hawaiian or Pacific Islander alone

For the purposes of this report, all Hispanic and Latino residents of all races are included in the Hispanic and Latino definition, and only non-Hispanic or Latino persons are included in other minority groups. In addition, this report includes with the minority population those persons whose responses identify Some Other Race or Two or More Races. Accordingly, the “non-minority” population consists of all other persons not included in any of the above-named groups, namely those identifying as non-Hispanic white alone. Because the Bay Area is a “majority minority” region, the designation of non-Hispanic white persons as “non-minority” is not intended to be misleading, as this population still represents a relative majority (a plurality) in the region but not an absolute majority. Nevertheless, the term “non-minority” is used here to provide consistency and clarity with regard to federal guidance.

Low-Income Households

Many of the measures analyzed using the regional travel model are able to produce results for all low-income households, or persons living in low-income households, throughout the region, regardless of their residential location. Low-income households are defined in MTC’s travel model as having incomes of less than \$30,000 a year in 2000 dollars (approximately \$38,000 in 2010 dollars), which represent the lowest 28% of households in 2010. Non-low-income households, as a basis for comparison, are defined as having incomes of \$30,000 or more per year in 2000 dollars, and represent the upper 72% of households. Due to limitations of other regional data sources, the Plan Bay Area Transportation Investment Analysis and the 2015 TIP Investment Analysis defines low-income households as those earning \$50,000 per year or less (in 2006 dollars).

Low-Income Persons

A low income person is defined by MTC as persons identified by the Census Bureau as below 200% of the federal poverty level. MTC established the 200% of poverty threshold in 2001 to account for the Bay Area’s high cost of living relative to nationally defined poverty thresholds; the Census Bureau does not adjust the poverty level for different parts of the continental U.S. where different costs of living to factor into the varying affordability of basic necessities.

The Census Bureau establishes poverty status for individuals based on a combination of an individual's household composition, size, and income. As of 2010, the 200% threshold represented a household income of approximately \$23,000 a year for a single person living alone, and approximately \$47,000 a year for a family of four.

Communities of Concern

In discussing how to define target populations for equity analysis, Equity Working Group members emphasized the importance of spatial location within the region with respect to the impacts of future development patterns and transportation investments. Thus, staff worked with Working Group members to develop a spatial definition of communities of concern, against which performance measure results could be compared with non-communities of concern (typically referred to in the analysis as the "remainder of region"). Except where noted, data used to define communities of concern is from the Census Bureau's 2005–09 American Community Survey, the most recent data set available for this analysis that is readily compatible with MTC's existing travel-analysis-zone definitions used for spatial analysis, which are based on 2000 Census geography.

In response to feedback that the analysis would be more informative with a more focused definition of communities of concern than was used in past RTP Equity Analyses, and a recommendation from MTC's Policy Advisory Council to consider seniors and persons with disabilities in addition to low-income and minority populations, staff proposed a revised community-of-concern definition which identifies communities with multiple overlapping potential disadvantage factors relevant to the Plan Bay Area planning process.

Thresholds were proposed to incorporate the most significant concentrations of eight different target populations while minimizing inclusion of non-target population members. The list of factors, reviewed by the Equity Working Group and approved by MTC's Planning Committee in October 2011, are summarized in the table below.

Communities of concern were then defined as recommended by Equity Working Group members as those tracts having concentrations of 4 or more factors listed above, or having concentrations of both low-income and minority populations. Based on this definition, a total of 305 out of 1,405 Census tracts in the region were identified as communities of concern.

Disadvantage Factor	% of Regional Population¹	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters ²	10%	15%

¹Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.

²Defined as the share of housing units occupied by renters paying more than 50% of income for rent.

Data Sources

This section describes the various data sources used to perform the 2015 TIP Investment Analysis.

Decennial Census and American Community Survey

The Census Bureau provides two key data sets used in this report. One, the decennial Census, was most recently completed in 2010 and is a 100% count of all persons in the United States as mandated in the U.S. Constitution. The decennial Census includes complete data on all persons' race and ethnicity as well as age and certain household and family characteristics.

The second Census Bureau data product used is the American Community Survey (ACS). The ACS is an ongoing annual sample-based survey of the U.S. population and provides basic demographic information similar to the decennial Census but also provides far greater detail on various socioeconomic characteristics, including such data relevant to this analysis as household income, poverty status, level of proficiency with English, household vehicle ownership, disability status, housing costs, and information about workers' typical commuting habits.

Because the ACS is based on sample data collected by the Census Bureau (as opposed to 100% counts of the population like the decennial Census), situations calling for very detailed socioeconomic data require using larger samples. Sample sizes can be increased by looking at either larger geographic areas or else multiple years' worth of data for smaller areas. Hence, looking at just one year's worth of data to get a single "snapshot" in time may require looking only at larger geographies such as counties, while looking at very detailed geographies at a neighborhood level may require examining up to five continuous years' worth of sample data collected from the same relatively small area.

In this report, data from the 2010 Census is used primarily in the regional demographic profile and to characterize the regional minority population for the Transportation Investment Analysis described. Data from the American Community Survey is used in the definition of communities of concern, and to characterize the regional low-income population for the Transportation Investment Analysis.

Bay Area Travel Survey (BATS)

The Bay Area Travel Survey (BATS) is MTC's periodic regional household travel survey, the most recent of which was completed in 2000. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a two-day period for more than 15,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household demographic and socioeconomic characteristics, and informs development of the regional travel model. In this report, BATS is used primarily to provide data on usage of the regional transportation system, and in particular the share of trip-making and vehicle-miles of travel (VMT) on the region's road and highway system, for different demographic and socioeconomic groups in the Transportation Investment Analysis.

The region's household travel survey is currently in the process of being updated as part of a broader statewide travel survey project. Data collection and analysis efforts are currently under way, and new data from the updated regional travel survey is expected to be available sometime in 2014.

Bay Area Transit Passenger Demographic Survey

In 2006 MTC conducted a comprehensive survey of all Bay Area transit operators to collect consistent demographic and socioeconomic data for all the region's transit riders. Data collected included race/ethnicity, age, fare payment information, household income, and vehicle availability. Results for this survey are used in the Transportation Investment Analysis to determine transit-investment benefits to low-income and minority populations based on these groups' share of transit use on individual systems and across the region as a whole. The Transit Passenger Demographic Survey also informs the Title VI Analysis by establishing a consistent demographic profile of the region's overall transit ridership across all systems by minority and non-minority status.

To update this data on an ongoing basis, MTC is now working with transit operators on ridership surveys that will collect a variety of consistent demographic and travel-activity data across all transit systems surveyed. In order to make best use of available funding and resources to support these extensive survey efforts, surveys are being conducted on different systems on a serial basis over time. Surveys are anticipated to be complete for all systems and updated regional data available in 2016.

Appendix C: Maps

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2015

Transportation

Improvement

Program:

Projects by County

September 2014

Alameda County TIP Projects

MAPPED

- 1 Crow Canyon Safety Improvements
- 2 Central Avenue Railroad Overpass at UPRR
- 3 ACE Track Improvements
- 4 Alameda: Vasco Road Safety Improvements
- 5 SR-185 - E. 14th St/ Hesperian Blvd/150th Ave
- 6 I-580 (TriValley) Right of Way Preservation
- 7 SR-84 Expressway Widening
- 8 BART - Warm Springs Extension
- 9 I-880 North Safety Improvements
- 10 ACE Signal System Rehabilitation
- 11 I-80 Gilman Interchange Reconfiguration
- 12 I-880/Broadway-Jackson Interchange
- 13 I-880/SR-112 Overcrossing Replacement
- 14 I-580 (TriValley) Corridor - WB HOV & Connectors
- 15 I-580 (TriValley) Corridor - EB HOV Lanes
- 16 City of Alameda - Park St Streetscape
- 17 Oakland Waterfront Bay Trail
- 18 I-80 Integrated Corridor Mobility Project
- 19 I-880 SB HOV Lanes - Marina Blvd to Hegenberger
- 20 BART Station Electronic Bike Lockers, Phase 2
- 21 I-238 Widening Replacement Planting
- 22 I-580 WB HOT Corridor Project
- 23 I-680/Bernal Avenue Interchange Improvements
- 24 I-880/Marina Blvd Interchange and Overcrossing Rep
- 25 I-580 / Foothill Road Interchange Improvements
- 26 Union City Intermodal Station Infrastructure
- 27 SR-92/Clawiter/Whitesell Interchange Improvements
- 28 I-880 Auxiliary Lanes at Industrial Parkway
- 29 I-880 NB and SB Auxiliary Lanes
- 30 Estuary Bridges Seismic Retrofit and Repairs
- 31 Fruitvale Ave Roadway Bridge Retrofit
- 32 I-580 WB Auxiliary Lane, First to Isabel
- 33 Outer Harbor Intermodal Terminals (OHIT)
- 34 7th Street Grade Separation and Roadway Improvement
- 35 I-580 N. Flynn-Greenville EB Truck Climbing Lane
- 36 Berkeley Bay Trail Extension - Segment One
- 37 Alamo Canal Regional Trail, I-580 Undercrossing
- 38 I-580 Landscaping in the City of San Leandro
- 39 MacArthur BART Plaza Remodel
- 40 I-880/Industrial Parkway West Interchange
- 41 Hayward Shop and Yard Expansion
- 42 I-580 Oakland 14th to Ardley Noise Barriers
- 43 Various Streets Resurfacing and Bikeway Facilities
- 44 Shore Power Initiative
- 45 Fremont CBD/Midtown Streetscape
- 46 Newark - Cedar Blvd and Jarvis Ave Pavement Rehab
- 47 Dublin Citywide Street Resurfacing
- 48 Alameda Co - Central Unincorporated Pavement Rehab
- 49 San Leandro Downtown-BART Pedestrian Interface
- 50 Union City Blvd Corridor Bicycle Imp, Phase 1
- 51 Albany - Buchanan Bicycle and Pedestrian Path
- 52 Pleasanton - Foothill/I-580 IC Bike/Ped Facilities
- 53 Downtown Berkeley BART Plaza/Transit Area Imps.
- 54 West Dublin BART Golden Gate Drive Streetscape
- 55 South Hayward BART Area/Dixon Street Streetscape
- 56 Union City BART East Plaza Enhancements
- 57 Walnut Argonaut Lane Reduction & Roundabout
- 58 Lake Merritt Improvement Project
- 59 Shoreline Dr, Westline Dr and Broadway Bike Lanes
- 60 AC Transit: Line 51 Corridor
- 61 SFOBB Gateway Park
- 62 AC Transit: San Leandro BART Improvements
- 63 Widen Kato Rd from Warren Avenue to Milmont Drive
- 64 Oakland Bay Trail to Lake Merritt Bike/Ped Bridge
- 65 Oakland 19th Street Uptown Bike Station
- 66 Dougherty Road Widening
- 67 Dublin Boulevard Widening
- 68 San Leandro Boulevard Preservation
- 69 Pleasanton Complete Streets
- 70 Livermore Various Streets Preservation
- 71 Livermore Relocation and Restoration of R/R Depot
- 72 Dublin Boulevard Preservation
- 73 Hayward - Industrial Boulevard Preservation
- 74 7th Street West Oakland Transit Village, Phase II
- 75 Lake Merritt BART Bikeways
- 76 Oakland Complete Streets
- 77 Oakland - Peralta and MLK Blvd Streetscape Phase I
- 78 Alameda Co-Variou Streets and Roads Preservation
- 79 Piedmont Complete Streets (CS)
- 80 Fremont Various Streets and Roads Preservation
- 81 Emeryville - Hollis Street Preservation
- 82 Alameda City Complete Streets
- 83 Whipple Road Pavement Rehabilitation
- 84 Lakeside Complete Streets and Road Diet
- 85 Fremont City Center Multi-Modal Improvements
- 86 Shattuck Complete Streets and De-couplet
- 87 Enterprise Drive Complete Streets and Road Diet
- 88 Hearst Avenue Complete Streets
- 89 Reconstruct I-880/SR-92 I/C- Replace Planting & Irrigation

- 90 I-580 Eastbound Express/HOT Lanes
- 91 I-680 NB HOV/HOT Lane
- 92 Route 84 Widening, Pigeon Pass to I-680
- 93 Niles Canyon Rd (SR-84)/Pleasanton-Sunol Rd Interchange Imps
- 94 AC Transit: East Bay Bus Rapid Transit
- 95 Route 238 Corridor Improvement
- 96 East-West Connector in Fremont & Union City
- 97 I-880/SR-262 I/C and HOV Lanes
- 98 Union City Intermodal Station Infrastructure
- 99 E. 14th St/Mission Blvd Streetscape
- 100 42nd Ave. & High St. I-880 Access Improvements.
- 101 BART Transbay Tube Seismic Retrofit
- 102 BART Oakland Airport Connector
- 103 SR-24 - Caldecott Tunnel 4th Bore
- 104 Contra Costa County Vasco Road Safety Improvements
- 105 San Pablo Avenue Streetscape
- 106 Interstate 80 Corridor Real Time Rideshare
- 107 I-680 Express Lane: Alcosta to Livorna/Rudgear
- 108 Ferry Service - Berkeley/Albany
- 109 Treasure Island Ferry Service
- 110 WETA: Facilities Rehabilitation
- 111 Toll Bridge Maintenance
- 112 Toll Bridge Rehabilitation Program
- 113 Regional Express Lane Network
- 114 BART - Warm Springs to Berryessa Extension
- 115 Regional Real-Time Transit Information at BART
- 116 Dumbarton Bridge Seismic Retrofit

NOT MAPPED

511 Traveler Information

- AC Transit State of Good Repair Program
- AC Transit: ADA Paratransit Assistance
- AC Transit: Bus Diesel Particulate Filters
- AC Transit: Facilities Upgrade
- AC Transit: Farebox Replacement
- AC Transit: Paratransit Van Replacement
- AC Transit: Preventive Maintenance Program
- AC Transit: Procure (23) 60' Articulated Buses
- AC Transit: Procure (27) 60' Artic Hybrid Buses
- AC Transit: Procure (28) 40-ft Urban Buses
- AC Transit: Procure (38) 40-ft Urban Buses
- AC Transit: Procure (40) 40-ft Urban Buses
- AC Transit: Replace 16 40' Suburban Buses
- AC Transit: Replace 27 40' Urban Buses
- AC Transit: Replace 38 40' Suburban Buses
- AC Transit: Spectrum Ridership Growth

- AC Transit: Transit Security Projects
- AC Transit: Zero Emission Bus Advanced Demo
- ACE Positive Train Control
- ACE Preventative Maintenance
- ACE: Rebuild Diesel Locomotives
- ADA Paratransit Capital Accessibility Improve
- ALA-Community-Based Transportation Plan Updates
- Alameda County Safe Routes to School
- Alameda County SR-25 Local
- Alameda County: Rural Roads Pavement Rehab
- BART Car Exchange (Preventive Maintenance)
- BART Enterprise Asset Management
- BART Metro Priority Track Elements
- BART to Livermore Extension - Develop EIR/EIS
- BART Train Car Accident Repair
- BART Train Control Renovation
- BART: Fare Collection Equipment
- BART: Rail, Way and Structures Program
- BART: Railcar Procurement Program
- BART: Traction Power System Renovation
- Bay Trail Shoreline Access Staging Area Project
- Bicycle Lockers at Capitol Corridor Stations
- Bikemobile: Bike Repair and Encouragement Vehicle
- California Inter-regional Rail Intermodal Study
- Central Bay Operations and Maintenance Facility
- Cherryland/Ashland/Castro Valley/Fairview Sidewalk Improvements
- City of Berkeley Transportation Action Plan - TDM
- Climate Change Adaptation & Vulnerability Assessment
- Climate Initiatives Evaluation and Administration
- Climate Initiatives Program Public Education
- Clipper Fare Collection System
- Corridor Mobility Program & Adaptive Ramp Metering
- Cultural Resources Legacy Data Database
- Dublin Blvd. - North Canyons Parkway Ext. Study
- East Bay Parks Green Transportation Initiative
- eFleet: Carsharing Electrified
- Electric Vehicle Funding Strategies
- Environmental Study for ACE Alignment
- Freeway Performance Initiative (FPI)
- FSP and Call Box Program
- Geoarchaeological Study of Route 101 Corridor
- GL: Railroad/Highway Crossings
- GL: 5307 JARC Set-aside FY13-FY14 Large UA
- GL: Bridge Rehab and Reconstruction - SHOPP
- GL: Bridge Rehab/Recon. - Local Hwy Bridge Program

Alameda County TIP Projects (Continued)

GL: Elderly & Persons with Disability Program

GL: Emergency Repair - SHOPP Emergency Response

GL: FTA Non-Urbanized Formula Program

GL: FY10 JARC Mobility Management

GL: JARC FY 09 - FY 10 - Large UA

GL: JARC FY11-FY12 Large UA

GL: New Freedom FY12 Large UA

GL: Pavement Resurfacing/Rehabilitation -
SHOPP Roadway Preservation

GL: Pavement Resurfacing/Rehabilitation SHS -
Highway Maintenance

GL: Pavement Resurfacing/Rehabilitation State Hwy Sys -
SHOPP Minor

GL: Safety Improvements - SHOPP Mandates

GL: Safety Improvements - SHOPP Mobility Program

GL: Safety Improvements - SRTS

GL: Safety Imprv - Highway Safety Improvement Program

GL: Safety Imprv. - SHOPP Collision Reduction

Green Star / Cool Schools Program

Improved Bike/Ped Access to East Span of SFOBB

Incident Management Program

LAVTA - East Bay Radio Communication System Hookup

LAVTA Rideo Bus Restoration

LAVTA: ADA Paratransit Operating Subsidy

LAVTA: Preventive Maintenance

Livermore TOD Study at I-580/SR-84

Local Government EV Fleet Program

Local PDA Planning - Alameda

Maintenance Barge and Emergency Floats and Ramps

Oakland Army Base Infrastructure Improvements

Oakland to San Jose Double Track (Segment 2A)

Parking Pricing Regional Analysis

Real-time Transit Information Program

Regional Arterial Operations & Signal Timing Program

Regional Bicycle Sharing Program

Regional Car Sharing

Regional Planning - PDA Implementation

Regional Planning Activities - ABAG

Regional Planning Activities - BCDC

Regional Planning Activities and PPM - Alameda

Regional Planning Activities and PPM - MTC

Regional Streets and Roads Program

Safe Routes to Transit

Spare the Air Program

Statewide Archeological Reburial Database

Station Area Planning Program & Implementation

Transit Capital Inventory Improvements

Transit Commute Benefits Promotion

Transit Oriented Affordable Housing

Transportation Demand Management

Truck Parking Facilities in North County (Phase I)

Union City Intermodal Station Infrastructure

Union City Transit: Replace Two 35' Buses

Union City: Replacement of Four (4) Transit Buses

Union City: Replacement of Two (2) Transit Buses

Union City: Replacement of Two (2) Transit Buses

WETA Ferry Expansion Studies.

WETA: Revenue Vehicle Communication Equipment

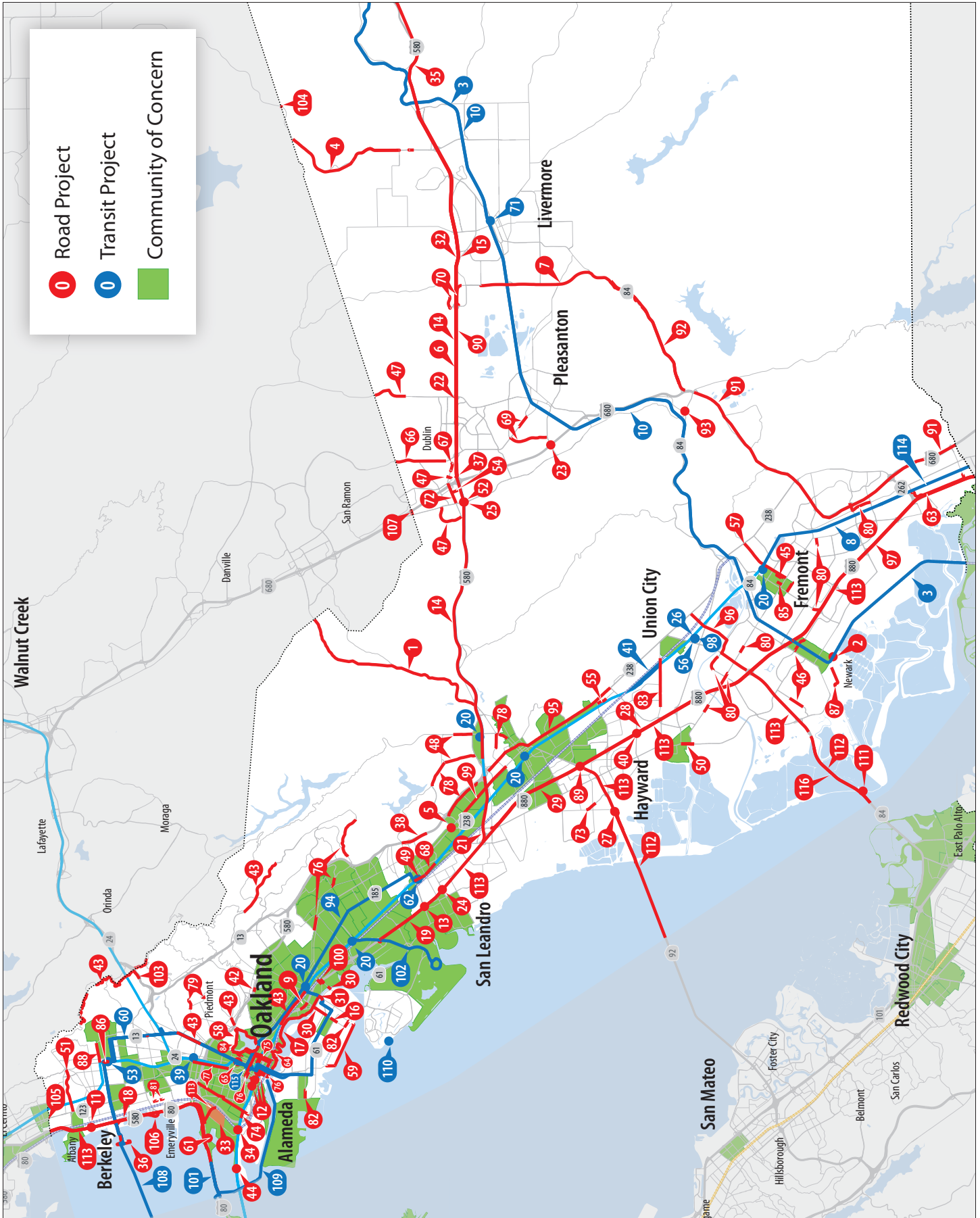
WETA: Ferry Channel & Berth Dredging

WETA: Ferry Major Component Rehab/Replacement

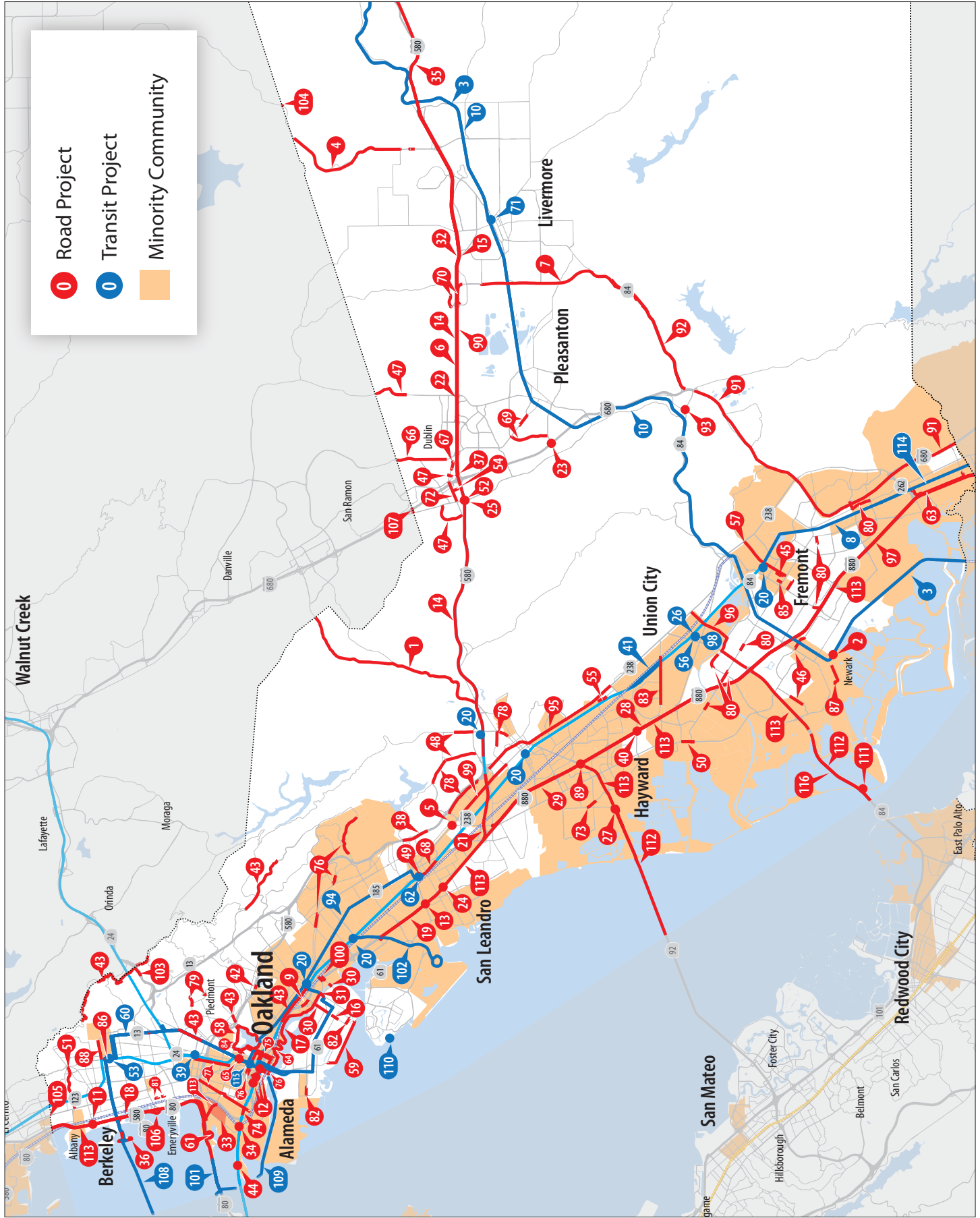
WETA: Ferry Propulsion System Replacement

WETA: Fixed Guideway Connectors

Alameda County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



Alameda County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Contra Costa County TIP Projects

MAPPED

- 1 Crow Canyon Safety Improvements
- 2 I-80 Integrated Corridor Mobility Project
- 3 Various Streets Resurfacing and Bikeway Facilities
- 4 Dublin Citywide Street Resurfacing
- 5 Dougherty Road Widening
- 6 SR-24 - Caldecott Tunnel 4th Bore
- 7 Richmond Transit Village Transit & Ped Imps
- 8 I-680/SR-4 I/C Reconstruction - Phases 1, 2, 4 & 5
- 9 AC Transit: Richmond Parkway Transit Center
- 10 Hercules Intercity Rail Station - Phase 1
- 11 Martinez Intermodal Station Parking Expansion
- 12 I-680 Auxiliary Lanes
- 13 Dornan Drive/Garrard Blvd Tunnel Rehabilitation
- 14 SR-4 East Widening from Somersville to SR-160
- 15 Antioch - Wilbur Ave Bridge Widening
- 16 Pacheco Transit Hub
- 17 E-BART - East Contra Costa Rail Extension
- 18 I-680 SB HOV Lane Completion
- 19 Contra Costa County Vasco Road Safety Improvements
- 20 Hercules Intermodal Station Improvements
- 21 Crow Canyon/Camino Tassajara Intersection Imps
- 22 I-80/Central Avenue Interchange Modification
- 23 Somersville Road Widening
- 24 Hillcrest Ave Extension
- 25 Sand Creek Road Extension
- 26 Antioch - Empire Road Widening
- 27 Laurel Road Extension
- 28 Slatten Ranch Road Extension - Lone Tree to Laurel
- 29 Antioch - Wild Horse Road Extension
- 30 SR-4/Brentwood Boulevard Widening - North (Phase I)
- 31 SR-4 (Brentwood Boulevard) Widening (South)
- 32 Lone Tree Way Undercrossing
- 33 Lone Tree Way Widening
- 34 Central Blvd Widening (Phase II)
- 35 Pacheco Blvd Widening and Realignment
- 36 I-680 NB HOV Lane Extension
- 37 SR-242 / Clayton Road Interchange Improvements
- 38 SR-4/Willow Pass Interchange Improvements
- 39 Commerce Avenue Extension
- 40 Waterworld Parkway Extension and New Bridge
- 41 Concord Blvd. Gap Closure, Phase 2
- 42 Reconstruct I-80/San Pablo Dam Rd Interchange
- 43 I-680 Direct Access Ramps
- 44 I-680/Marina Vista I/C Improvements
- 45 California Avenue Widening
- 46 West Leland Extension, Phase II
- 47 Pittsburg-Antioch Highway Widening
- 48 James Donlon Extension (Buchanan Rd Bypass)
- 49 Del Norte Area TOD Bike/Ped/Transit Access Imps
- 50 Griffin Drive Railroad At-Grade Crossing
- 51 SR-4 Bypass: Sand Creek to Balfour Rd
- 52 SR-4 Bypass: Laurel Rd to Sand Creek
- 53 Pleasant Hill Geary Road Widening Phase 3
- 54 SR-4/Willow Avenue Ramps
- 55 SR-4: Balfour Road Interchange
- 56 SR-4 /SR-160 Interchange and Connectors
- 57 SR-4 Bypass: Sand Creek Interchange
- 58 Richmond Ferry Service
- 59 Atlas Road - New Bridge and Roadway Extension
- 60 Main Street (Previously SR-4) Realignment in Oakley
- 61 Mokelumne Trail Bike/Ped Overcrossing
- 62 San Pablo Avenue Streetscape
- 63 Kirker Pass Road NB Truck Climbing Lanes
- 64 John Muir Parkway Extension (Phase I)
- 65 John Muir Parkway Extension (Phase II)
- 66 Byron Hwy Extension
- 67 Byron Highway - Vasco Road Connection
- 68 Bailey Road Transit Access Improvements
- 69 Refugio Bridge - Bike, Ped & Vehicle Connectivity
- 70 Diablo Road Imps. - Green Valley to Avenida Neuva
- 71 Pleasant Hill - Buskirk Avenue Widening
- 72 North Richmond Truck Route Extension
- 73 Martinez - Court Street Overcrossing, Phase 1
- 74 Central Hercules Arterial Improvements
- 75 Construct Phase 2 of Hercules Intermodal Station
- 76 Double rail track btw Oakley & Port Chicago
- 77 Fitzuren Road Widening & Realignment
- 78 Main Street Widening
- 79 Widen Pinole Valley Road Ramps at I-80
- 80 Marina Bay Parkway Grade Separation
- 81 Bollinger Canyon Road Widening (Alcosta to SRVB)
- 82 Brentwood Blvd North Widening - Phases II & III
- 83 Contra Costa Co. Camino Tassajara Realignment
- 84 Concord Clayton Road/Treat Blvd Intersection Imps.
- 85 Dougherty Road Widening
- 86 Ygnacio Valley/Kirker Pass Roads Widening
- 87 Hercules (Bio-Rad) Bay Trail
- 88 Moeser & Ashbury Ped/Bike Corridor Improvements
- 89 Monument Corridor Pedestrian and Bikeway Network I

- 90 El Portal Drive Rehabilitation / Gateway Phases II
- 91 Martinez Ferry Service
- 92 Antioch Ferry Service
- 93 El Cerrito Central Ave & Liberty St Streetscape Imp
- 94 Lafayette Downtown Bike/Ped Imp & Streetscape
- 95 Richmond Transit Village: Nevin Imps BART-19th
- 96 Brentwood 2012 Pavement Management Program
- 97 Concord Blvd Pavement Rehabilitation
- 98 Pittsburg Railroad Avenue Pavement Rehab
- 99 Walnut Creek Various Arterials & Collectors Rehab
- 100 Richmond Transit Village: Nevin Imps 19th-27th
- 101 Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks
- 102 Richmond Barrett Avenue Bicycle Lanes
- 103 Concord Monument Corridor Shared Use Trail
- 104 SR-25 - Nystrom, Coronado, Highland, Wilson & Wash.
- 105 Moraga Way Pedestrian Pathway
- 106 Lisa Lane Sidewalk Project
- 107 Brentwood Area Schools Bike/Ped Access Imps
- 108 Moraga Way Streetscape
- 109 CCCTA: Maintenance Facility Rehabilitation
- 110 Walnut Creek BART TOD Access Improvements
- 111 Canal Road Bicycle and Pedestrian Facilities
- 112 Bailey Road-State Route 4 Interchange
- 113 eBART Railroad Avenue Station
- 114 Contra Costa County Various Streets & Road Preservation
- 115 Golf Club Rd Roundabout and Bike/Ped Improvements
- 116 Concord BART Station Bike/Ped Access Improvements
- 117 Pleasant Hill - Contra Costa Blvd. Preservation
- 118 San Ramon Valley Boulevard Preservation
- 119 Mt. Diablo Blvd West End Preservation
- 120 Happy Valley Rd. Walkway SRTS Improvements
- 121 Detroit Avenue Bicycle and Pedestrian Improvements
- 122 Concord Various Street Preservation
- 123 Ped/Bike Traffic Signal at Oak Grove Rd/Sierra Rd
- 124 Richmond BART Station Intermodal Improvements
- 125 Pinole - San Pablo Avenue Preservation
- 126 Pittsburg - Railroad Avenue Preservation
- 127 Balfour Road Preservation
- 128 Antioch Ninth Street Preservation
- 129 Moraga Various Streets and Roads Preservation
- 130 El Cerrito Various Streets and Roads Preservation
- 131 Antioch - SRTS Pedestrian Improvements
- 132 Danville Various Streets and Roads Preservation
- 133 El Cerrito Ohlone Greenway Bike/Ped Improvements
- 134 Martinez Various Streets and Roads Preservation

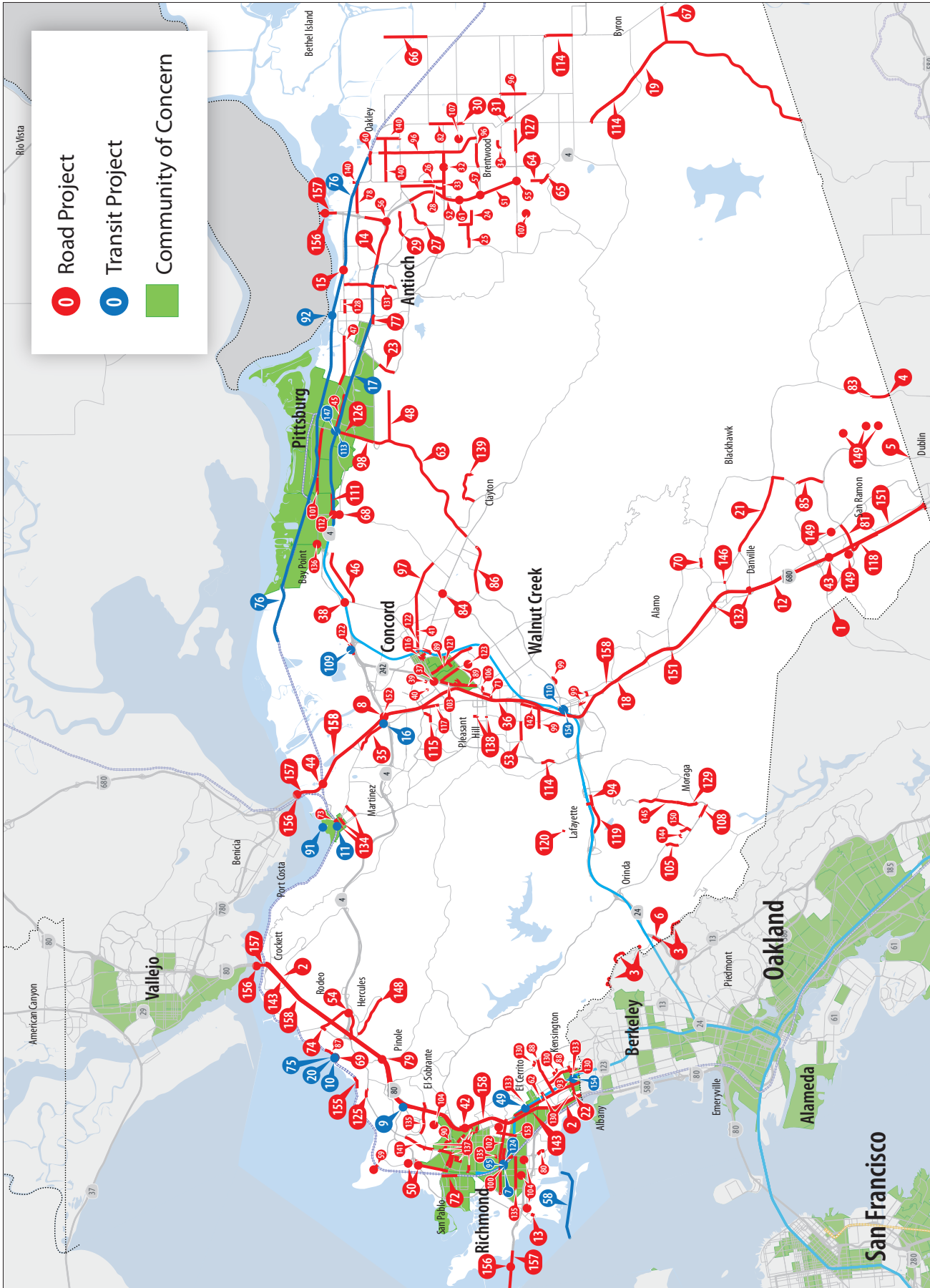
- 135 Richmond Local Streets and Roads Preservation
- 136 Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades
- 137 San Pablo Various Streets and Roads Preservation
- 138 Boyd Road/Elinora Drive SRTS Sidewalk Installation
- 139 Clayton Various Streets Preservation
- 140 Oakley Various Streets and Roads Preservation
- 141 San Pablo Avenue Bicycle and Ped Improvements
- 142 Walnut Creek - North Main Street Preservation
- 143 Interstate 80 Corridor Real Time Rideshare
- 144 Orinda SRTS Sidewalk Project
- 145 Moraga Rd SRTS Bicycle and Ped Improvements
- 146 Vista Grande Street Pedestrian Improvements/SR-25
- 147 Pittsburg Multimodal Transit Station Access Imps.
- 148 Hercules-Refugio Valley Road Pavement Preservation
- 149 Citywide School Crossing Enhancement Project
- 150 Ivy Drive Pavement Rehabilitation
- 151 I-680 Express Lane: Alcosta to Livorna/Rudgear
- 152 I-680 / SR-4 Interchange Reconstruction - Phase 3
- 153 37th Street Bicycle & Pedestrian Improvements
- 154 BART Station Modernization Program
- 155 Breuner Marsh Restoration and Public Access
- 156 Toll Bridge Maintenance
- 157 Toll Bridge Rehabilitation Program
- 158 Regional Express Lane Network

NOT MAPPED

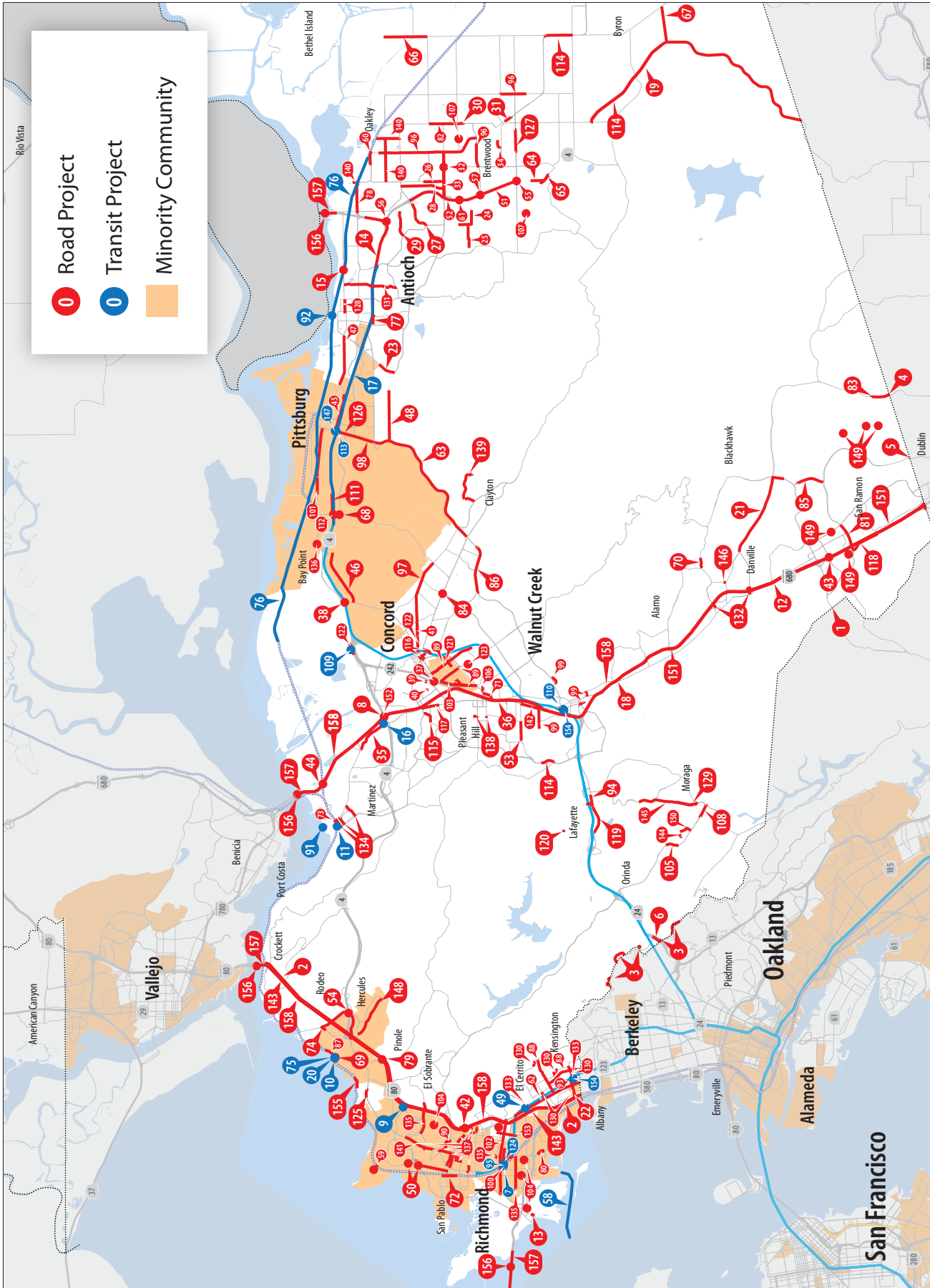
- 511 Real-Time Interface Project
- 511 Traveler Information
- ADA Paratransit Capital Accessibility Improve
- Bailey Road Bike and Pedestrian Improvements
- BART Car Exchange (Preventive Maintenance)
- BART Community Information Wayfinding
- BART Train Control Renovation
- BART: Rail, Way and Structures Program
- BART: Railcar Procurement Program
- BART: Traction Power System Renovation
- CCCTA - Purchase and Install 40 Electric Cooling Fans
- CCCTA - Replace 10 40' buses - Hybrid
- CCCTA - Replace 15 40' Buses
- CCCTA - Replace 18 40' Buses
- CCCTA - Replace 4 Paratransit Minivans
- CCCTA - Replace 6 22' Paratransit Vans
- CCCTA: Access Improvements Implementation
- CCCTA: ADA Paratransit Assistance
- CCCTA: Inventory Asset Management System
- CCCTA: Preventive Maintenance Program

- CCCTA: Replace 4 LINK Vans
- CCCTA: Replace 4 Minivans
- CCCTA: Replace 7 30' Buses
- Central-East County SR-25 Program
- Climate Change Adaptation & Vulnerability Assessment
- Climate Initiatives Evaluation and Administration
- Climate Initiatives Program Public Education
- Clipper Fare Collection System
- Contra Costa Parks Bike/Ped Trail Improvements
- Cultural Resources Legacy Data Database
- Easy Go Richmond
- ECCTA: Preventive Maintenance Program
- ECCTA: Transit Bus Replacements
- Electric Vehicle Funding Strategies
- Freeway Performance Initiative (FPI)
- FSP and Call Box Program
- Geoarchaeological Study of Route 101 Corridor
- GL: Railroad/Highway Crossings
- GL: 5307 JARC Set-aside FY13-FY14 Large UA
- GL: Bridge Rehab and Reconstruction - SHOPP
- GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
- GL: Elderly & Persons with Disability Program
- GL: Emergency Repair - SHOPP Emergency Response
- GL: FY10 JARC Mobility Management
- GL: JARC FY 09 - FY 10 - Large UA
- GL: JARC FY11-FY12 Large UA
- GL: New Freedom FY12 Large UA
- GL: Pavement Resurfacing/Rehabilitation -
SHOPP Roadway Preservation
- GL: Pavement Resurfacing/Rehabilitation SHS -
Highway Maintenance
- GL: Pavement Resurfacing/Rehabilitation State Hwy Sys -
SHOPP Minor
- GL: Safety Improvements - SHOPP Mandates
- GL: Safety Improvements - SHOPP Mobility Program
- GL: Safety Improvements - SRTS
- GL: Safety Imprv - Highway Safety Improvement Program
- GL: Safety Imprv. - SHOPP Collision Reduction
- Incident Management Program
- Local Government EV Fleet Program
- Local PDA Planning - Contra Costa
- Maintenance Barge and Emergency Floats and Ramps
- Parking Pricing Regional Analysis
- Pittsburg School Area Safety Improvements
- Real-time Transit Information Program
- Regional Arterial Operations & Signal Timing Program
- Regional Car Sharing
- Regional Dynamic Ridesharing Pilot
- Regional Planning - PDA Implementation
- Regional Planning Activities - ABAG
- Regional Planning Activities - BCDC
- Regional Planning Activities and PPM - CC County
- Regional Planning Activities and PPM - MTC
- Regional Streets and Roads Program
- Replace Diesel Trolleys with Electric Trolley Buses
- Richmond Rail Connector
- Safe Routes to Transit
- San Ramon Valley Bus Program
- San Ramon Valley Street Smarts SR-25 Program
- SF Bay Trail, Pinole Shores to Bay Front Park
- Spare the Air Program
- SR-239 - New State Highway Study
- Statewide Archeological Reburial Database
- Station Area Planning Program & Implementation
- Transit Capital Inventory Improvements
- Transit Commute Benefits Promotion
- Transit Oriented Affordable Housing
- Transportation Demand Management
- Tri-Delta: ADA Operating Assistance
- WCCTA - Replace (2) 35 foot diesel transit vehicle
- WCCTA Replace (8) 1988 40' transit buses
- WCCTA: ADA Paratransit Operating Subsidy
- WCCTA: Preventive Maintenance Program
- WCCTA: Purchase of non revenue Service Vehicle
- WCCTA: Replace (2) 2002 35' transit buses
- WCCTA: Replace (5) 1999 35' Revenue Vehicles
- West Contra Costa SRTS Non-Infrastructure Program
- WETA Ferry Expansion Studies.
- WETA: Revenue Vehicle Communication Equipment
- WETA: Ferry Channel & Berth Dredging
- WETA: Ferry Major Component Rehab/Replacement
- WETA: Ferry Propulsion System Replacement
- WETA: Fixed Guideway Connectors

Contra Costa County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



Contra Costa County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Marin County TIP Projects

MAPPED

- 1 Tennessee Valley Bridge
- 2 US 101 / Greenbrae Interchange Corridor Improvements
- 3 US 101 - Golden Gate Botanical Area Revegetation
- 4 Central Marin Ferry Access Improvements
- 5 US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)
- 6 Marin county: Bus Stop Improvements
- 7 Mill Valley - Miller Avenue Rehabilitation
- 8 Marin Bike/Ped Facility North of Atherton Ave.
- 9 Novato Boulevard Widening, Diablo to Grant
- 10 Marin Parklands Visitor Access, Phase 2
- 11 Sir Francis Drake Boulevard Westbound Bike Lane
- 12 Mill Valley - Sycamore Ave Pedestrian Facilities
- 13 San Rafael Citywide Street Resurfacing
- 14 Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps
- 15 San Rafael: Sidewalk along East Francisco Blvd
- 16 San Anselmo - Center Blvd Bridge Replace (27C0079)
- 17 Miller Creek Road Bike Lanes and Ped Improvements
- 18 Highway 101 Landscaping for Gap Closure Project
- 19 Mountain View Rd Bridge Replacement - 27C0154
- 20 Larkspur Ferry Terminal Parking Garage
- 21 San Rafael Various Streets and Roads Preservation
- 22 San Rafael Transit Center Pedestrian Access Imps.
- 23 Bolinas Avenue and Sir Francis Drake Intersection
- 24 North Civic Center Drive Improvements
- 25 Donahue Street Road Rehabilitation Project
- 26 DeLong Avenue and Ignacio Boulevard Resurfacing
- 27 Bayfront Park Recreational Bay Access Pier Rehab
- 28 Ferry channel & berth dredging.
- 29 Toll Bridge Rehabilitation Program
- 30 Golden Gate Nat'l Rec. Area Road Rehab
- 31 US 101 Marin/Sonoma Narrows (Sonoma)
- 32 Sonoma Marin Area Rail Corridor

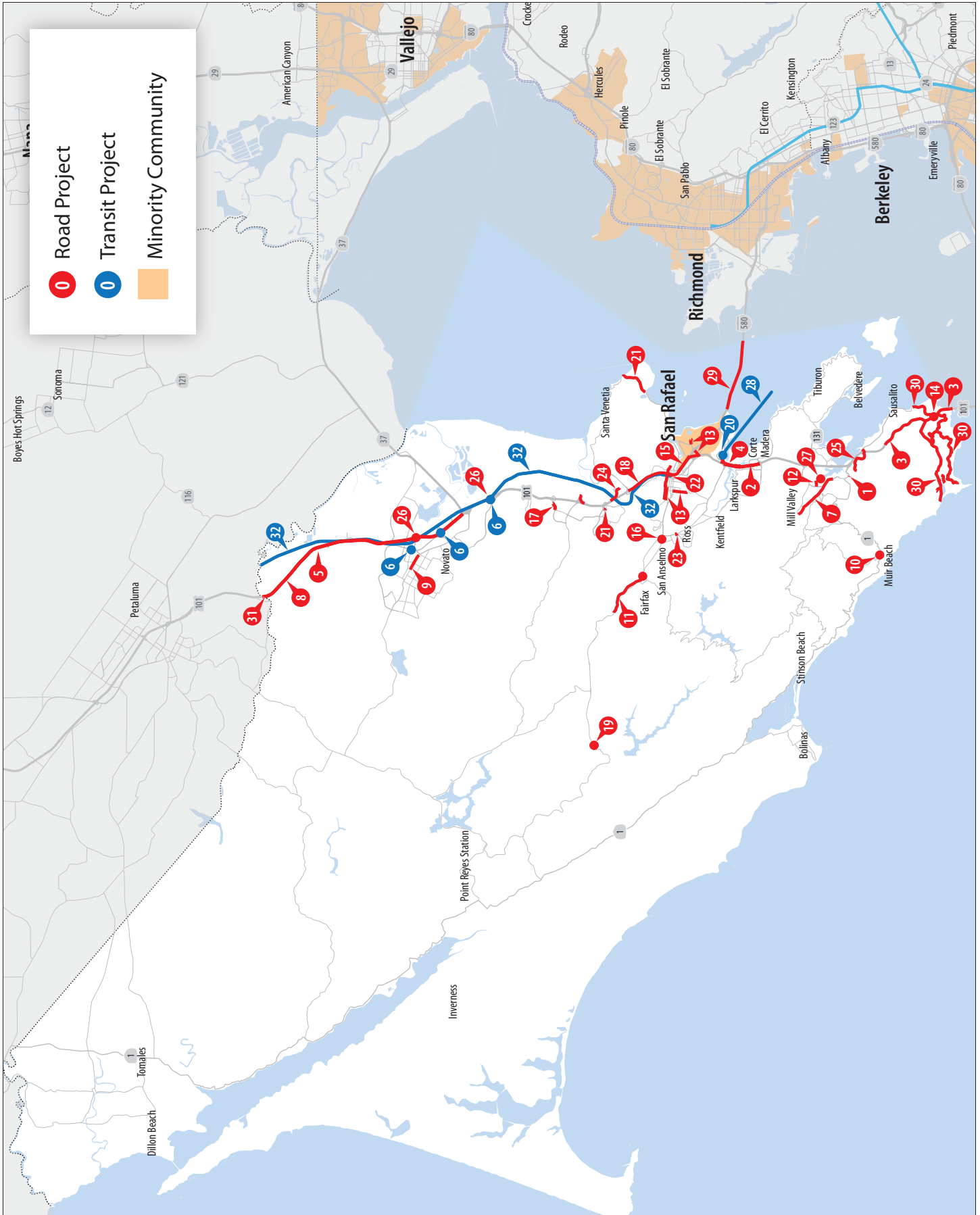
NOT MAPPED

- 4 Replacement Express Buses
- 511 Traveler Information
- Capital Improvements For Muir Woods Shuttle
- Climate Change Adaptation & Vulnerability Assessment
- Climate Initiatives Evaluation and Administration
- Climate Initiatives Program Public Education
- Clipper Fare Collection System
- Cultural Resources Legacy Data Database
- Electric Vehicle Funding Strategies
- Freeway Performance Initiative (FPI)
- FSP and Call Box Program

- Geoarchaeological Study of Route 101 Corridor
- GGBHTD - Replace 14 - 45' OTR Coaches
- GGBHTD - Replace 7 - 40' Diesel Buses
- GGBHTD - Transit Systems Enhancements
- GGBHTD: Facilities Rehabilitation
- GGBHTD: Ferry Major Components Rehabilitation
- GGBHTD: Fixed Guideway Connectors
- GGBHTD: Replace 11 - 1997 45' MCI Buses
- GGBHTD: Replacement of Ferry Propulsion Systems
- GL: Railroad/Highway Crossings
- GL: 5307 JARC Set-aside FY13-FY14 Large UA
- GL: Bridge Rehab and Reconstruction - SHOPP
- GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
- GL: Elderly & Persons with Disability Program
- GL: Emergency Repair - SHOPP Emergency Response
- GL: FTA Non-Urbanized Formula Program
- GL: FY10 JARC Mobility Management
- GL: JARC FY11-FY12 Large UA
- GL: New Freedom FY12 Large UA
- GL: Pavement Resurfacing/Rehabilitation - SHOPP Roadway Preservation
- GL: Pavement Resurfacing/Rehabilitation SHS - Highway Maintenance
- GL: Pavement Resurfacing/Rehabilitation State Hwy Sys - SHOPP Minor
- GL: Safety Improvements - SHOPP Mandates
- GL: Safety Improvements - SHOPP Mobility Program
- GL: Safety Improvements - SRTS
- GL: Safety Improvements - Highway Safety Improvement Program
- GL: Safety Improvements - SHOPP Collision Reduction
- Golden Gate Bridge Seismic Retrofit, Phases 1-3A
- Golden Gate Bridge Seismic Retrofit, Phase 3B
- Golden Gate Bridge-Suicide Deterrent Safety Barrier
- Golden Gate Nat'l Rec. Area Non-Motorized Access
- Golden Gate Nat'l Rec. Area Road Rehabilitation
- Golden Gate Nat'l Rec. Area Transit Enhancements
- Golden Gate Nat'l Rec. Area Water Transit Planning
- Incident Management Program
- Larkspur - Non-motorized Transportation Pilot Program
- Local Bus Stop Revitalization in Marin County
- Local Government EV Fleet Program
- Local PDA Planning - Marin
- Marin County: Major Roads Rehabilitation
- Marin County: Southern Marin Roads Rehab
- Marin Transit - Replace 3 - 2005 Paratransit Vans

Marin Transit - Replace Paratransit Vehicles
Marin Transit Low Income Youth Pass Program
Marin Transit Replace Four Local Buses
Marin Transit Seven Local Buses
MCTD Preventive Maintenance
MCTD- ADA Paratransit Assistance
Mill Valley-Sausalito Pathway Preservation
Non-motorized Transportation Pilot Program - Marin County
Non-motorized Transportation Projects - Marin County
Parkade Circulation and Safety Improvements
Parking Pricing Regional Analysis
Real-time Transit Information Program
Regional Arterial Operations & Signal Timing Program
Regional Car Sharing
Regional Dynamic Ridesharing Pilot
Regional Planning - PDA Implementation
Regional Planning Activities - ABAG
Regional Planning Activities - BCDC
Regional Planning Activities and PPM - Marin
Regional Planning Activities and PPM - MTC
Regional Streets and Roads Program
Safe Routes to Transit
San Rafael - Non-motorized Transport Pilot Program
Sausalito - Non-motorized Transportation Pilot Program
Spare the Air Program
Statewide Archeological Reburial Database
Station Area Planning Program & Implementation
Sunny Hill Ridge and Red Hill Trails
TAM - Non-motorized Transportation Pilot Program
Toll Bridge Maintenance
Toll Bridge Rehabilitation Program
Transit Capital Inventory Improvements
Transit Commute Benefits Promotion
Transit Oriented Affordable Housing
Transportation Demand Management
US-101 Mission Bell Installation

Marin County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Napa County TIP Projects

MAPPED

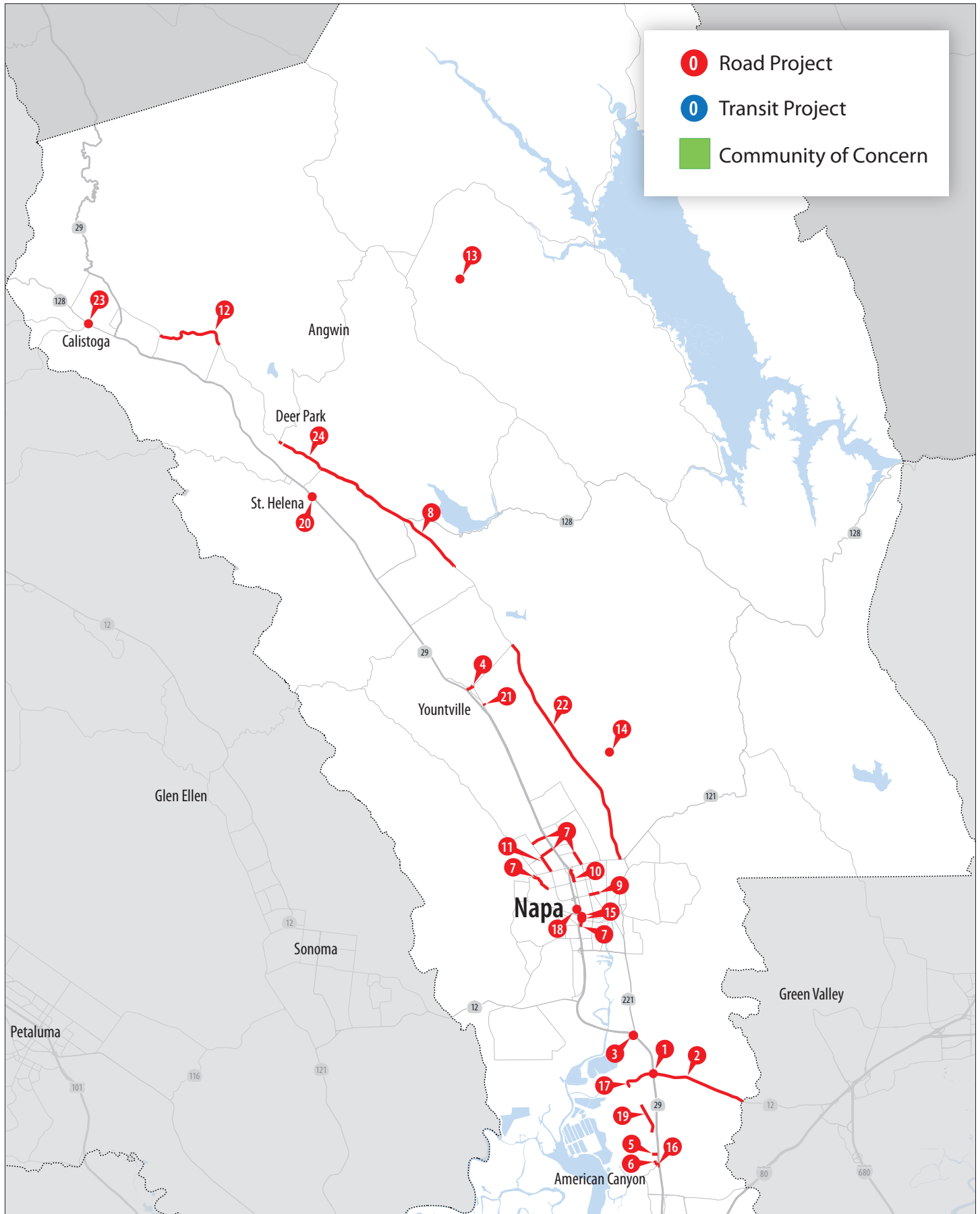
- 1 Design of SR-12/29 /Airport Blvd Grade Separation
- 2 SR-12 (Jamieson Canyon Road) Widening
- 3 SR-12/29/221 Soscol Junction Interchange Study
- 4 Yountville - Napa County Bicycle Path Extension
- 5 American Canyon Napa Junction Elementary Ped Imps
- 6 American Canyon: Theresa Ave Sidewalk Imp Phase 3
- 7 Napa (City): 2011 Cape Seal Pavement Rehab
- 8 Napa County: Silverado Trail Paving Phase F
- 9 Napa: Lincoln Ave Bike Lane - Jefferson to Railroad
- 10 Napa City North/South Bike Connection
- 11 Napa City - Linda Vista Pavement Overlay
- 12 Silverado Trail Phase G Rehab
- 13 Hardin Rd Bridge Replacement - 21C0058
- 14 Loma Vista Dr Bridge Replacement - 21C0080
- 15 California Boulevard Roundabouts
- 16 Eucalyptus Drive Realignment Complete Streets
- 17 Airport Boulevard Rehabilitation
- 18 Highway 29/Napa Creek Bicycle Path Upgrade
- 19 Devlin Road and Vine Trail Extension
- 20 Hwy 29 Grayson Ave. Signal Construction
- 21 Hopper Creek Pedestrian Bridge and Path Project
- 22 Silverado Trail Yountville-Napa Safety Improvement
- 23 SR-128 and Petrified Forest Intersection Imp
- 24 Silverado Trail Phase H Rehab

NOT MAPPED

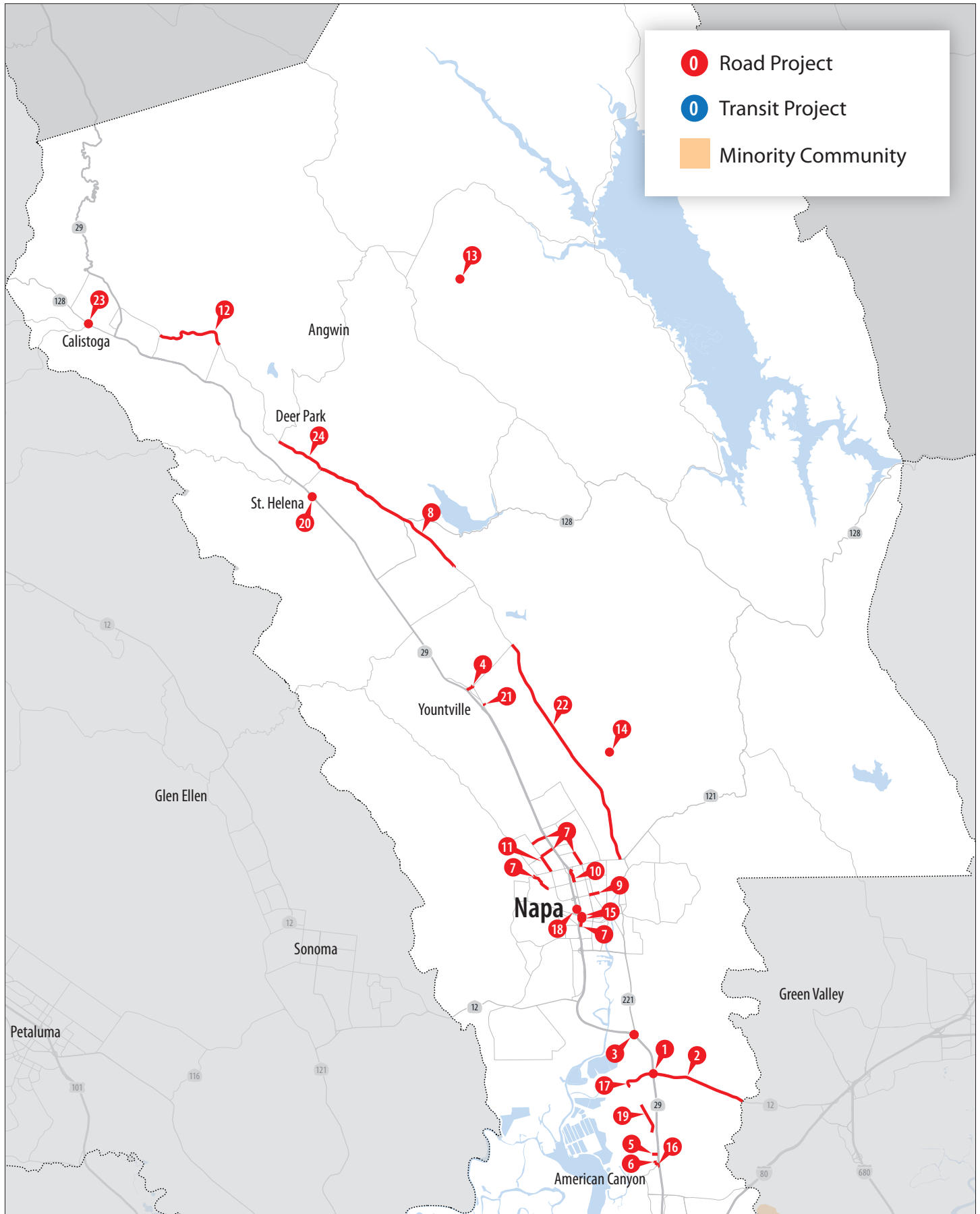
- 511 Traveler Information
- American Canyon PDA Development Plan
- City of Napa PDA Implementation
- Climate Change Adaptation & Vulnerability Assessment
- Climate Initiatives Evaluation and Administration
- Climate Initiatives Program Public Education
- Clipper Fare Collection System
- Cultural Resources Legacy Data Database
- Electric Vehicle Funding Strategies
- Freeway Performance Initiative (FPI)
- FSP and Call Box Program
- Geoarchaeological Study of Route 101 Corridor
- GL: Railroad/Highway Crossings
- GL: Bridge Rehab and Reconstruction - SHOPP
- GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
- GL: Elderly & Persons with Disability Program
- GL: Emergency Repair - SHOPP Emergency Response
- GL: FTA Non-Urbanized Formula Program
- GL: FY10 JARC Mobility Management

- GL: New Freedom FY12 Large UA
- GL: New Freedom FY12 Small UA & Rural
- GL: Pavement Resurfacing/Rehabilitation - SHOPP Roadway Preservation
- GL: Pavement Resurfacing/Rehabilitation SHS - Highway Maintenance
- GL: Pavement Resurfacing/Rehabilitation State Hwy Sys - SHOPP Minor
- GL: Recreational Trails Program
- GL: Safety Improvements - SHOPP Mandates
- GL: Safety Improvements - SHOPP Mobility Program
- GL: Safety Improvements - SRTS
- GL: Safety Imprv - Highway Safety Improvement Program
- GL: Safety Imprv. - SHOPP Collision Reduction
- GL: US 206 Recreational Grants Incident Management Program
- Napa County Community Based Transportation Plan
- Napa Valley Vine Trail Design and Construction
- Napa Vine Operating Assistance
- Napa: Bus Stop Improvements
- NapaVINE Bus Mobility Device Retrofit Project- TPI
- NCTPA Equipment Replacement and Upgrades
- NCTPA: ADA Operating Assistance
- NCTPA: Napa County SRTS Program Expansion
- NCTPA: Replace Rolling Stock
- Park & Ride Lots in Napa County
- Parking Pricing Regional Analysis
- Real-time Transit Information Program
- Regional Arterial Operations & Signal Timing Program
- Regional Car Sharing
- Regional Planning - PDA Implementation
- Regional Planning Activities - ABAG
- Regional Planning Activities - BCDC
- Regional Planning Activities and PPM - MTC
- Regional Planning Activities and PPM - Napa
- Regional Streets and Roads Program
- Safe Routes to Transit
- Silverado Trail Phase G Rehab
- Spare the Air Program
- SRTS Non Infrastructure Program Cycle 2
- Statewide Archeological Reburial Database
- Station Area Planning Program & Implementation
- Transit Capital Inventory Improvements
- Transit Commute Benefits Promotion
- Transit Oriented Affordable Housing
- Transportation Demand Management

Napa County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



Napa County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Francisco County TIP Projects

MAPPED

- 1 BART Transbay Tube Seismic Retrofit
- 2 Richmond Ferry Service
- 3 Interstate 80 Corridor Real Time Rideshare
- 4 Golden Gate Bridge Seismic Retrofit, Phase 3B
- 5 Golden Gate Bridge-Suicide Deterrent Safety Barrier
- 6 Golden Gate Bridge Seismic Retrofit, Phase: 1-3A
- 7 Ferry Service - Berkeley/Albany
- 8 SF Ferry Terminal/Berthing Facilities
- 9 Treasure Island Ferry Service
- 10 Toll Bridge Maintenance
- 11 Toll Bridge Rehabilitation Program
- 12 4th St Bridge Seismic Retrofit & Rehab
- 13 Transbay Terminal/Caltrain Downtown Extension: Phase 1
- 14 Caltrain Electrification
- 15 SF Muni Third St LRT Phase 2 - New Central Subway
- 16 Bayview Transportation Improvements
- 17 Golden Gate Nat'l Rec. Area Road Rehab
- 18 Transbay Terminal/Caltrain Downtown Extension: Phase 2
- 19 BART/MUNI Direct Connection Platform
- 20 Glen Park Intermodal Facility
- 21 Citywide: San Francisco Street Improvements
- 22 Golden Gate Nat'l Rec. Area Non-Motorized Access
- 23 Historic Streetcar Extension to Fort Mason
- 24 Geary Bus Rapid Transit
- 25 Van Ness Avenue Bus Rapid Transit
- 26 Embarcadero Corridor Transportation Improvements
- 27 San Francisco Downtown Ferry Terminal
- 28 Fisherman's Wharf Ferry Terminal Improvements
- 29 Pier 70 Shoreline Open Space Improvements
- 30 SR-1 - 19th Avenue Median Improvements
- 31 Yerba Buena Island (YBI) Ramp Improvements
- 32 SFGO-Corridor Management
- 33 Golden Gate Bridge - Moveable Median Barrier
- 34 Harney Way Roadway Widening
- 35 Oakdale Caltrain Station
- 36 Transit Center in Hunters Point
- 37 Extended Trolleybus Service into Hunters Point
- 38 Geneva-Harney BRT to Hunters Point - Geneva Extension
- 39 Geneva-Harney BRT to Hunters Point - Geneva Portio
- 40 San Francisco - Arelious Walker Stairway Imps.
- 41 San Francisco Point Lobos Streetscape
- 42 Balboa Park Station Eastside Walkway Project
- 43 Church and Duboce Bike/Ped Enhancements
- 44 Sunset Boulevard Ped Safety and Education

- 45 24th Street/Mission BART Plaza Pedestrian Imps.
- 46 Mission Bay/UCSF Multi-Modal Transportation Imps.
- 47 Great Highway Restoration
- 48 Hunters Pt Shipyard and Candlestick Pt Local Roads
- 49 San Francisco - Folsom Streetscape and Rehab
- 50 Second St Phase 1 - SFGo Signal Rehab and Upgrade
- 51 San Francisco - Broadway Streetscape and Rehab
- 52 South of Market Alleyways Improvements, Phase 2
- 53 San Francisco Market & Haight St. Transit/Ped Imps
- 54 Sunset and AP Giannini SR-2S Improvements
- 55 San Francisco Parking Pricing and Regulation Study
- 56 SFMTA: N-Judah Customer First Program
- 57 SFMTA: Mission Customer First Program
- 58 Regional Real-Time Transit Information at BART
- 59 SFMTA: 8X Customer First Program
- 60 BART 24th Street Train Control Upgrade
- 61 SF- Better Market Street Transportation Elements
- 62 HOPE SF Street Grid Phase 1
- 63 HOV Lanes on US 101 in SF - Project Development
- 64 HOV Ramps: I-280/6th St Ramps-Project Development
- 65 Construct Treasure Island Bus Terminal Facility
- 66 SF- Second Street Complete Streets and Road Diet
- 67 SF- Longfellow ES Safe Routes to School
- 68 SF-ER Taylor ES Safe Routes to School
- 69 SF- Broadway Chinatown Complete Streets
- 70 Mansell Corridor Complete Streets
- 71 Masonic Avenue Complete Streets
- 72 Eddy and Ellis Traffic Calming Improvement Project
- 73 Pier 70 19th Street & Illinois Street Sidewalk
- 74 Twin Peaks Connectivity Planning
- 75 Islais Creek Motor Coach Facility
- 76 US 101 Doyle Drive Replacement
- 77 Cable Car Traction Power & Guideway Rehab
- 78 Caltrain: Systemwide Security

NOT MAPPED

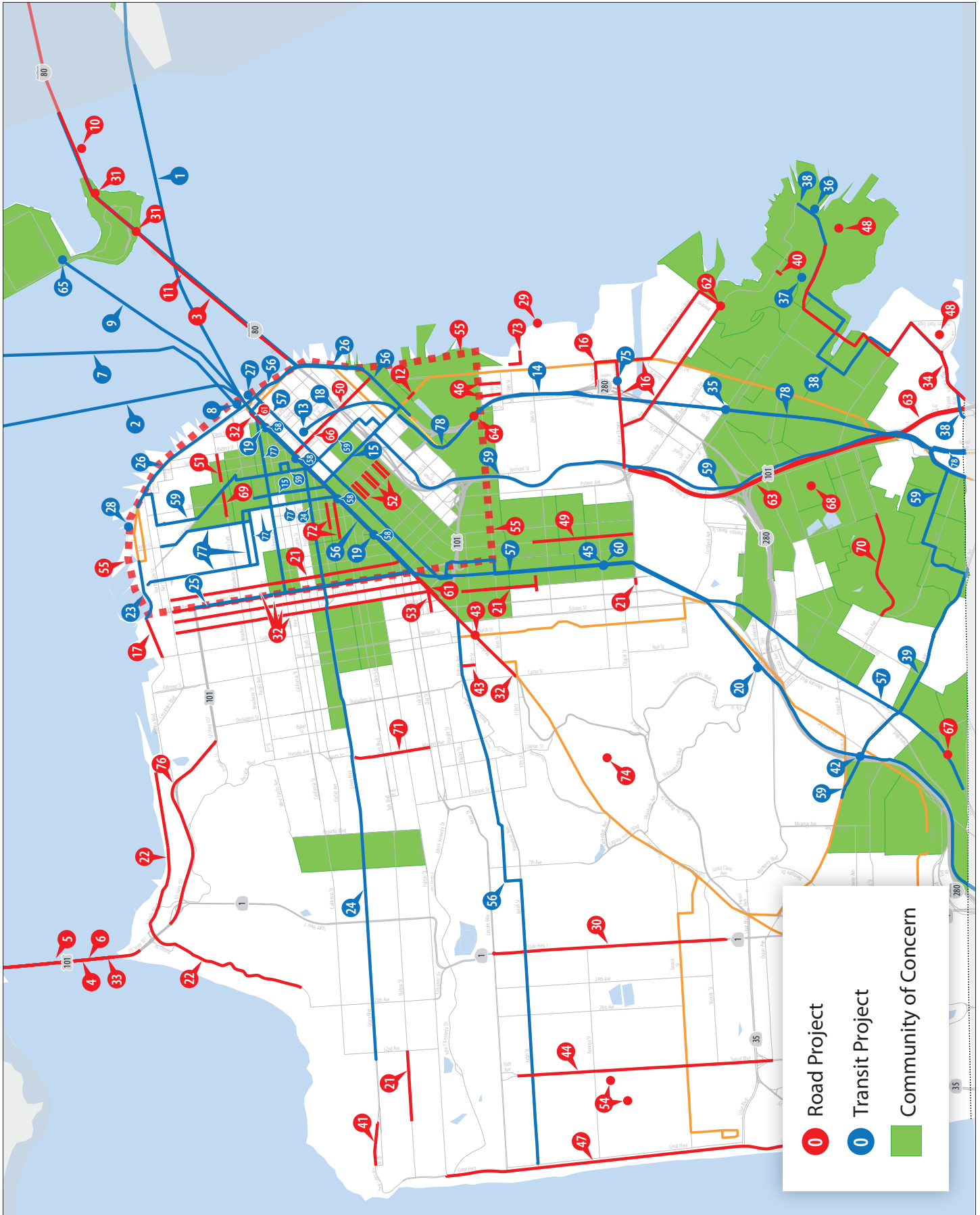
- 19th Ave. & Parkmerced M-Line Realignment
- 511 Traveler Information
- ADA Paratransit Capital Accessibility Improve
- Additional Light Rail Vehicles to Expand Muni Rail
- BART Car Exchange (Preventive Maintenance)
- BART Train Control Renovation
- BART: Rail, Way and Structures Program
- BART: Railcar Procurement Program
- BART: Traction Power System Renovation
- Caltrain Positive Train Control System

Caltrain Transit Asset Management System (CTAMS)
 Caltrain: Preventive Maintenance
 Caltrain: Revenue Vehicle Rehab Program
 Caltrain: Signal/Communication Rehab. & Upgrades
 Caltrain: Systemwide Track Rehab & Related Struct.
 Climate Change Adaptation&Vulnerability Assessment
 Climate Initiatives Evaluation and Administration
 Climate Initiatives Program Public Education
 Clipper Fare Collection System
 Cultural Resources Legacy Data Database
 eFleet: Carsharing Electrified
 Electric Vehicle Funding Strategies
 Electric Vehicle Taxis
 Express/Ltd Bus Service into Hunters Point (north)
 Freeway Performance Initiative (FPI)
 FSP and Call Box Program
 Geneva-Harney BRT to Hunters Point - Harney Portion
 Geneva/Harney Limited/Express Bus Service
 Geoarchaeological Study of Route 101 Corridor
 GL: Railroad/Highway Crossings
 GL: 5307 JARC Set-aside FY13-FY14 Large UA
 GL: Bridge Rehab and Reconstruction - SHOPP
 GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
 GL: Elderly & Persons with Disability Program
 GL: Emergency Repair - SHOPP Emergency Response
 GL: FY10 JARC Mobility Management
 GL: JARC FY11-FY12 Large UA
 GL: New Freedom FY12 Large UA
 GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.
 GL: Pavement Resurf/Rehab SHS - Highway Maintenance
 GL: Pavement Resurf/Rehab State Hwy Sys - SHOPP Minor
 GL: Safety Improvements - SHOPP Mandates
 GL: Safety Improvements - SHOPP Mobility Program
 GL: Safety Improvements - SRTS
 GL: Safety Imprv - Highway Safety Improvement Program
 GL: Safety Imprv. - SHOPP Collision Reduction
 Global Positioning System
 Golden Gate Nat'l Rec. Area Non-Motorized Access
 Golden Gate Nat'l Rec. Area Road Rehab
 Golden Gate Nat'l Rec. Area Transit Enhancements
 Golden Gate Nat'l Rec. Area Water Transit Planning
 Implement Parkmerced Street Network
 Incident Management Program
 Integrated Public-Private Partnership TDM Program
 Light Rail Vehicle Overhaul Program

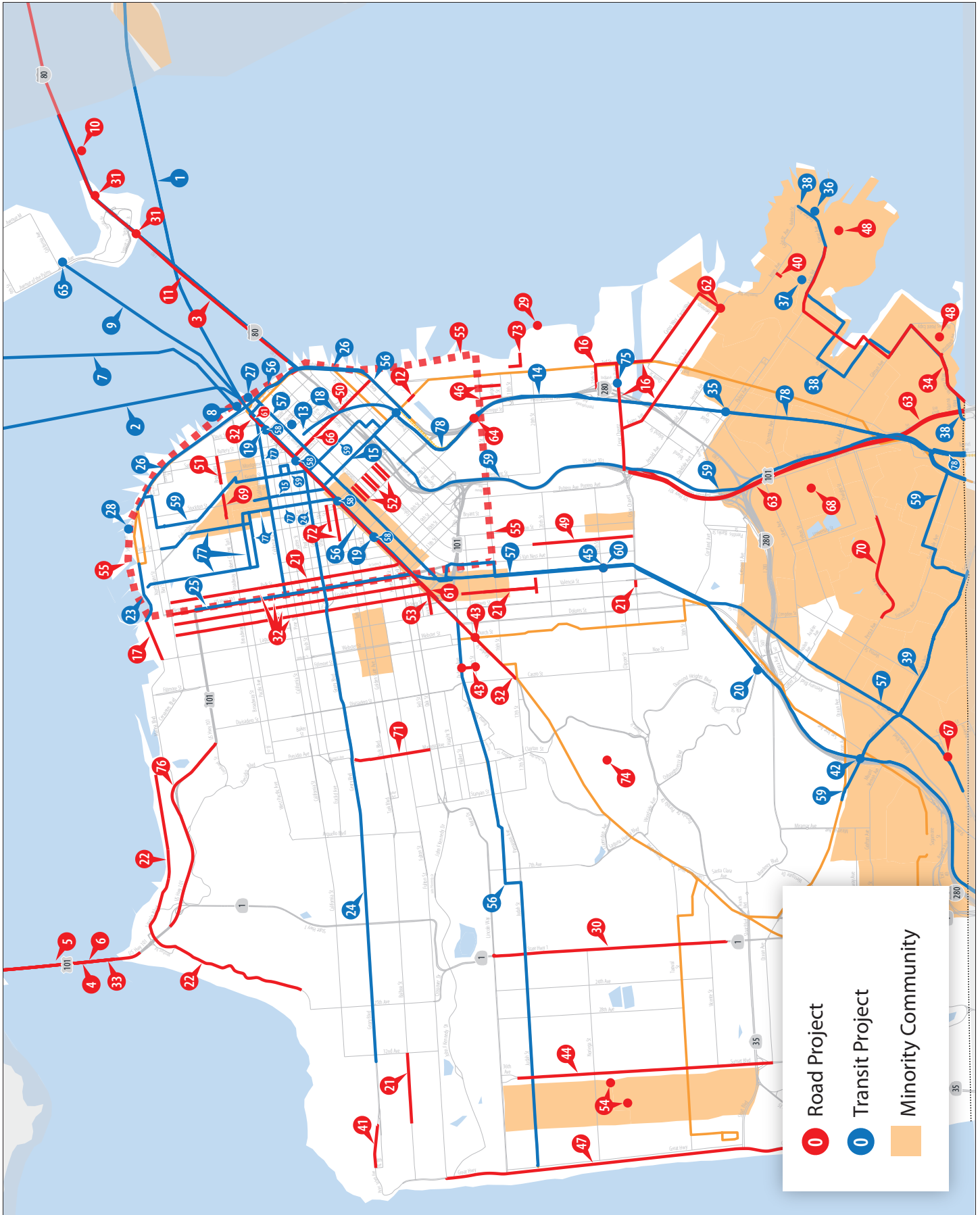
Linked Priced Electric Bikesharing
 Local Government EV Fleet Program
 Local PDA Planning - San Francisco
 Maintenance Barge and Emergency Floats and Ramps
 Oakdale-Palou Interim High-Capacity Bus Corridor
 Parking Pricing Regional Analysis
 Real-time Transit Information Program
 Regional Arterial Operations & Signal Timing Program
 Regional Bicycle Sharing Program
 Regional Car Sharing
 Regional Planning - PDA Implementation
 Regional Planning Activities - ABAG
 Regional Planning Activities - BCDC
 Regional Planning Activities and PPM - MTC
 Regional Planning Activities and PPM - SF County
 Regional Streets and Roads Program
 Safe Routes to Transit
 San Francisco Bicycle Parking
 San Francisco Bicycle Route Improvements
 SF Muni - Preventive Maintenance
 SF Crosswalk Conversion
 SF Downtown Congestion Pricing (NE Cordon)
 SF Downtown Parking Pricing
 SF Muni Rail Replacement Program
 SF Ped Safety and Encouragement Campaign
 SF SRTS Non-Infrastructure Program
 SFMTA - Free Muni for Youth Program
 SFMTA Transportation Asset Management System
 SFMTA: ADA Paratransit Operating Support
 SFMTA: Cable Car Vehicle Renovation Program
 SFMTA: Escalator Rehabilitation
 SFMTA: Historic Rail Car Rehabilitation
 SFMTA: Paratransit Vehicle Replacements
 SFMTA: Purchase 60 Foot Expansion Motor Coaches
 SFMTA: Rehab 170 Neoplans
 SFMTA: Replace 26 60' Neoplan Buses
 SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs
 SFMTA: Replace 58 40' Neoplan Buses
 SFMTA: TEP Capital Implementation Program
 SFMTA: Trolley Coach Replacement
 SFMTA: Trolley Overhead Recon. Program
 SFMTA: Wayside Fare Collection Equipment
 SFMTA: Train Control & Trolley Signal Rehab/Replace
 Southeast Waterfront Transportation Improvements
 Spare the Air Program

Statewide Archeological Reburial Database
Station Area Planning Program & Implementation
Transbay Transit Center - TIFIA Loan Debt Service
Transit Capital Inventory Improvements
Transit Commute Benefits Promotion
Transit Oriented Affordable Housing
Transportation Demand Management
Treasure Island Congestion Pricing Program
Treasure Island/Yerba Buena Island Street Improvements
Treasure Island Pricing Mobility Improvements
WETA Ferry Expansion Studies.
WETA: Revenue Vehicle Communication Equipment
WETA: Ferry Channel & Berth Dredging
WETA: Ferry Major Component Rehab/Replacement
WETA: Ferry Propulsion System Replacement
WETA: Fixed Guideway Connectors
WETA: Replace Ferry Vessels

San Francisco County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



San Francisco County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Mateo County TIP Projects

MAPPED

- 1 Toll Bridge Maintenance
- 2 Toll Bridge Rehabilitation Program
- 3 Caltrain Electrification
- 4 Harney Way Roadway Widening
- 5 Geneva-Harney BRT to Hunters Point - Geneva Extension
- 6 Geneva-Harney BRT to Hunters Point - Geneva Portio
- 7 SR-92 Shoulder Widening & Curve Correction
- 8 US 101 Auxiliary Lanes - 3rd to Millbrae
- 9 US 101 / Willow Road Interchange Reconstruction
- 10 San Mateo Bridges Replacement
- 11 US 101 Auxiliary Lanes - Marsh Road to SCL County
- 12 Caltrain: Systemwide Security
- 13 SR-1 - Fassler to West Port Drive Widening
- 14 US 101 / Woodside Interchange Improvement
- 15 US 101 / Broadway Interchange Improvement
- 16 SR-82 Daly City-Mission St. Pedestrian Imps.- Phase I
- 17 SR-82 - El Camino Real Grand Boulevard Initiative
- 18 SR-1 San Pedro Creek Bridge Replacement
- 19 US 101 Millbrae Ave Bike/Ped Bridge
- 20 Bay Rd Bicycle/Ped Improvements Phases II & III
- 21 US 101 University Ave Interchange Improvements
- 22 Dumbarton Bridge to US-101 Connection Study
- 23 SR-82 El Camino Real: Grand Boulevard Initiative
- 24 Construct WB Lane on SR-92
- 25 US 101/Candlestick Interchange
- 26 Blomquist Street Extension
- 27 US-101/Holly Interchange modification
- 28 US 101 Aux Lanes from Sierra Point to SF County Line
- 29 I-280/Route 1 Interchange Safety Improvements
- 30 Woodside Road Widening - El Camino to Broadway
- 31 Improve SR-92 from SM Bridge to I-280
- 32 Route 1 Improvements in Half Moon Bay
- 33 WETA: Redwood City Ferry Service
- 34 US 101/Produce Avenue Interchange
- 35 San Bruno Street Medians and Grand Blvd Imps
- 36 San Bruno Transit Corridor Pedestrian Imps
- 37 CSRT South of Dam Conversion
- 38 East Side Community Transit Connectivity Imps
- 39 SR-92/El Camino Real (SR-82) Ramp Modifications
- 40 Reconfiguration of San Carlos Transit Center
- 41 Middlefield Rd and Woodside Rd Intersection Improvements
- 42 FY 2014-15 Linda Mar Boulevard Pavement Rehab
- 43 Atherton-Fair Oaks-Middlefield Preservation
- 44 Crestview Drive Pavement Rehabilitation-Phase 2

- 45 Dumbarton Bridge Seismic Retrofit
- 46 Redwood City Various Streets Overlay
- 47 Mount Diablo Ave. Rehabilitation
- 48 Callan Boulevard and King Drive Resurfacing
- 49 Belmont Pavement Reconstruction Program
- 50 Menlo Park-Variou Streets Bike /Ped Improvements
- 51 Millbrae Various Streets and Roads Preservation
- 52 Menlo Park Various Streets and Roads Preservation
- 53 John Daly Boulevard Bicycle /Ped Improvements
- 54 San Carlos Streetscape and Ped Improvements
- 55 South San Francisco Grand Blvd Ped Improvements
- 56 El Camino Real Pedestrian Upgrades
- 57 Semicircular Rd Bicycle / Ped Access Improvements
- 58 Palmetto Avenue Streetscape
- 59 Ralston Avenue Pedestrian Route Improvements
- 60 Old County Road Bicycle/Pedestrian Improvements
- 61 San Bruno Ave Street Medians Improvements
- 62 Carolan Ave Complete Streets and Road Diet
- 63 Middlefield Road Bicycle / Ped Improvements
- 64 Menlo Park - Willow Rd Traffic Signal Modification
- 65 US-101 Pedestrian/Bicycle Overcrossing
- 66 Daly City BART Station Intermodal Improvements
- 67 Grand Boulevard Initiative Complete Street Program
- 68 Midcoast Multi-Modal Trail
- 69 SR-1 Devils Slide Bypass

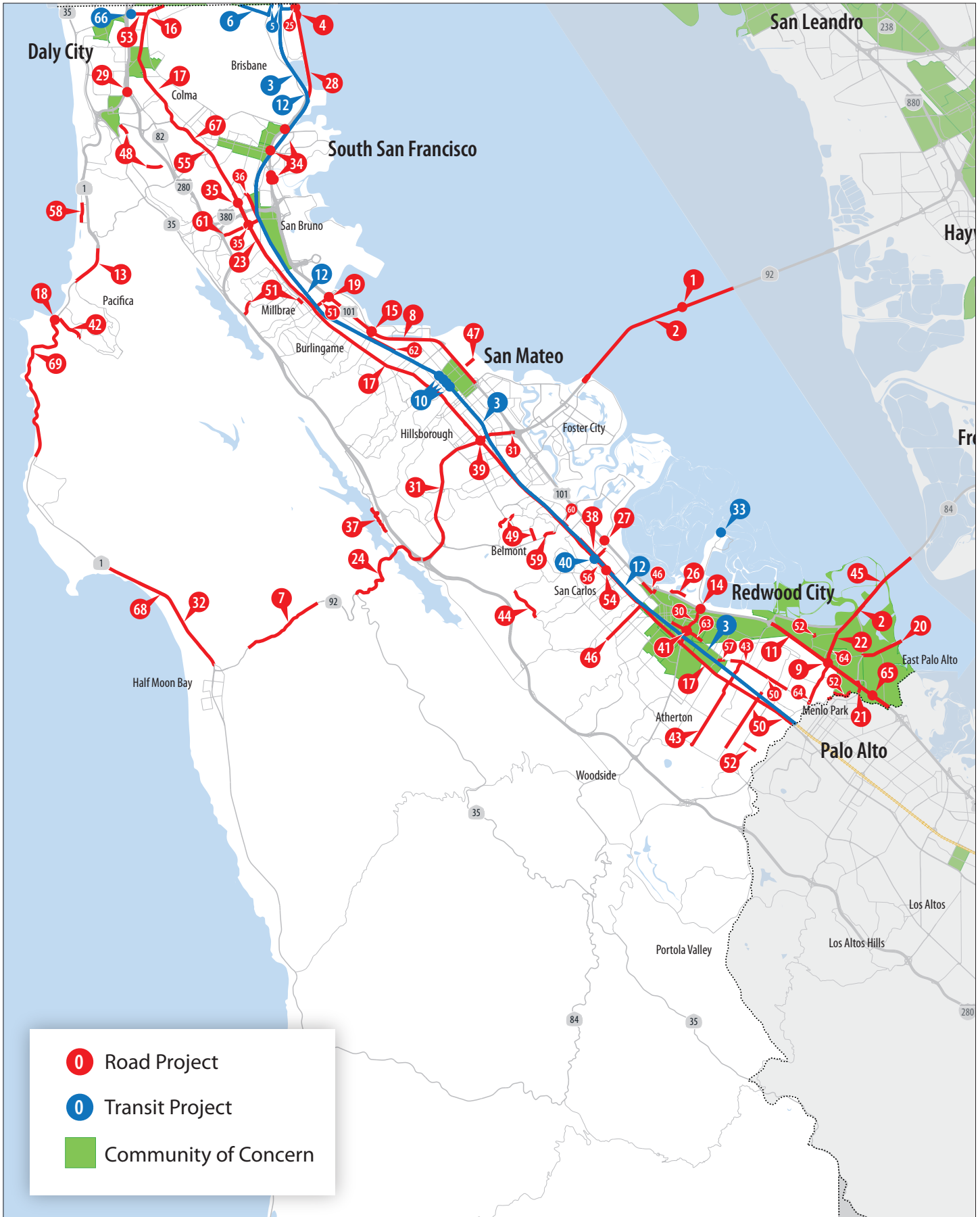
NOT MAPPED

- 511 Traveler Information
- ADA Paratransit Capital Accessibility Improve
- BART Car Exchange (Preventive Maintenance)
- BART Train Control Renovation
- BART: Preventive Maintenance
- BART: Rail, Way and Structures Program
- BART: Railcar Procurement Program
- BART: Traction Power System Renovation
- Caltrain Control Point Installation
- Caltrain Grade Separation Program
- Caltrain Off-peak Marketing Campaign
- Caltrain Positive Train Control System
- Caltrain South Terminal Phase II and III
- Caltrain Transit Asset Management System (CTAMS)
- Caltrain TVM Replacement
- Caltrain: ADA Operating Set-aside
- Caltrain: Preventive Maintenance
- Caltrain: Revenue Vehicle Rehab Program
- Caltrain: Signal/Communication Rehab. & Upgrades

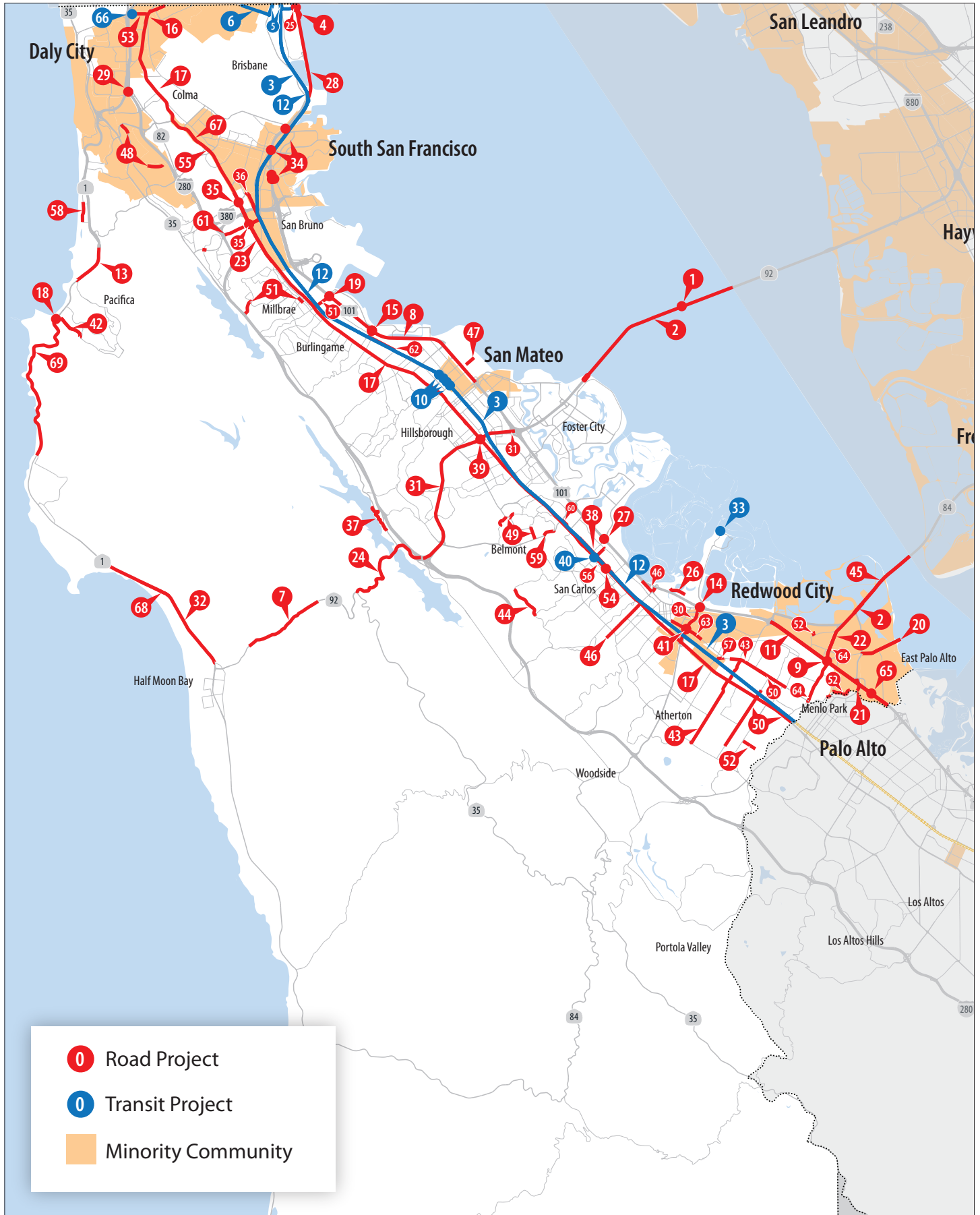
Caltrain: Systemwide Track Rehab & Related Struct.
 Climate Change Adaptation & Vulnerability Assessment
 Climate Initiatives Evaluation and Administration
 Climate Initiatives Program Public Education
 Clipper Fare Collection System
 CSRT South of Hwy 92 Conversion
 Cultural Resources Legacy Data Database
 Electric Vehicle Funding Strategies
 Facility/Equipment Rehabilitation/Replacement
 Freeway Performance Initiative (FPI)
 FSP and Call Box Program
 GBI: Removing Barriers to Livable Communities
 Geoarchaeological Study of Route 101 Corridor
 GL: Railroad/Highway Crossings
 GL: Bridge Rehab and Reconstruction - SHOPP
 GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
 GL: Elderly & Persons with Disability Program
 GL: Emergency Repair - SHOPP Emergency Response
 GL: FTA Non-Urbanized Formula Program
 GL: FY10 JARC Mobility Management
 GL: JARC FY 09 - FY 10 - Large UA
 GL: JARC FY11-FY12 Large UA
 GL: New Freedom FY12 Large UA
 GL: Pavement Resurfacing/Rehabilitation -
 SHOPP Roadway Preservation
 GL: Pavement Resurfacing/Rehabilitation SHS -
 Highway Maintenance
 GL: Pavement Resurfacing/Rehabilitation State Hwy Sys -
 SHOPP Minor
 GL: Safety Improvements - SHOPP Mandates
 GL: Safety Improvements - SHOPP Mobility Program
 GL: Safety Improvements - SRTS
 GL: Safety Imprv - Highway Safety Improvement Program
 GL: Safety Imprv. - SHOPP Collision Reduction
 Golden Gate Nat'l Rec. Area Non-Motorized Access
 Golden Gate Nat'l Rec. Area Road Rehabilitation
 Golden Gate Nat'l Rec. Area Transit Enhancements
 Golden Gate Nat'l Rec. Area Water Transit Planning
 Green Star / Cool Schools Program
 Improve US 101 operations near SR-92
 Incident Management Program
 Local PDA Planning - San Mateo
 Making the Last Mile Connection TDM Program
 Narrow Banding Project
 North Central Pedestrian Improvement Program

Parking Pricing Regional Analysis
 Real-time Transit Information Program
 Regional Arterial Operations & Signal Timing Program
 Regional Bicycle Sharing Program
 Regional Car Sharing
 Regional Planning - PDA Implementation
 Regional Planning Activities - ABAG
 Regional Planning Activities - BCDC
 Regional Planning Activities and PPM - MTC
 Regional Planning Activities and PPM - San Mateo
 Regional Streets and Roads Program
 Replacement of 19 2007 Cutaway Buses
 Safe Routes to Transit
 Samtrans - Replace 62 1998 Gillig Buses
 SamTrans - Replacement of Articulated Bus Fleet
 SamTrans Service Plan (SSP)
 SAMTRANS: ADA Paratransit Operating Subsidy.
 SAMTRANS: Advanced Communication System Upgrades
 SAMTRANS: Preventive Maintenance
 SAMTRANS: Replacement of 14 2009 Minivans
 San Mateo Citywide Crosswalk Improvements
 San Mateo County SR-2S Program
 San Mateo County Traffic Incident Management
 San Mateo County: Install TMS Elements
 San Mateo Countywide ITS Improvements
 Smart Corridor Initial Implementation Project
 Southern Skyline Blvd. Ridge Trail Extension
 Spare the Air Program
 SSF Citywide Sidewalk Gap Closure Project
 Statewide Archeological Reburial Database
 Station Area Planning Program & Implementation
 Town of Portola Valley Resurfacing Program
 Transit Capital Inventory Improvements
 Transit Commute Benefits Promotion
 Transit Oriented Affordable Housing
 Transportation Demand Management
 VMS-PA Systems Integration

San Mateo County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



San Mateo County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Santa Clara County TIP Projects

MAPPED

- 1 ACE Track Improvements
- 2 I-680 NB HOV/HOT Lane
- 3 I-880/SR-262 I/C and HOV Lanes
- 4 BART - Berryessa to San Jose Extension
- 5 Regional Express Lane Network
- 6 I-880 Coleman Avenue I/C Reconfiguration
- 7 SR-152/SR-156 Interchange Improvements
- 8 US 101 / Blossom Hill I/C Reconstruction & Road Widening
- 9 SR-87 Guadalupe Freeway Corridor Landscaping
- 10 Capitol Expressway LRT Extension- Phase II
- 11 US 101 / SR-87 - Trimble Road Landscaping
- 12 Almaden Expressway Trail
- 13 SR-237 - Calaveras Blvd Widening
- 14 Bay Trail Reach 9 & 9B
- 15 Coyote Creek Trail
- 16 US 101 / Mabury New Interchange
- 17 Central Expressway Auxiliary Lanes
- 18 Highway 9 Safety Improvements
- 19 Santa Clara/Alum Rock Transit Improvement/BRT
- 20 San Tomas Expressway Box Culvert Rehabilitation
- 21 San Jose Charcot Avenue Extension Over I-880
- 22 Downtown San Jose Bike Lanes and De-couplet
- 23 Coleman Avenue Widening from I-880 to Taylor St.
- 24 Montague Expwy Widening - Lick Mill-Trade Zone
- 25 I-880/Montague Expressway Interchange Improvements
- 26 New SR-152 Alignment Study
- 27 Montague Expwy Widening - Trade Zone - I-680
- 28 San Jose International Airport People Mover
- 29 US 101 SB Trimble Road/De La Cruz Boulevard/Centra
- 30 US 101/Montague Expressway Interchange
- 31 SR-85 Express Lanes
- 32 Santa Clara Caltrain Station Bike/Ped Tunnel
- 33 LRT Extension to Vasona Junction
- 34 Santa Clara County - US 101 Express Lanes
- 35 Page Mill Road/I-280 Interchange Reconfiguration
- 36 BART - Warm Springs to Berryessa Extension
- 37 San Jose - Autumn Street Extension
- 38 San Tomas Expressway Widening
- 39 SR-237 Express Lanes: Zanker Rd to Mathilda Ave
- 40 El Camino Real Bus Rapid Transit
- 41 Innovative Bicycle Detection System
- 42 San Jose: Los Gatos Creek Reach 5 Underpass
- 43 Gilroy New Ronan Channel and Lions Creek Trails
- 44 San Jose - San Carlos Multimodal Phase 2
- 45 VTA: LRV Body Shop Dust Separation Wall
- 46 VTA: LRV Maintenance Shop Hoist
- 47 VTA: Update Santa Teresa Interlock Signal House
- 48 Isabel Bridge Replacement (37C0089)
- 49 Park Avenue Multi-Modal Improvements
- 50 St. John Street Multi-Modal Improvements - Phase 1
- 51 South Terminal Wayside Power
- 52 SR-237/US 101/Mathilda Interchange Modifications
- 53 SR-237 Express Lanes : Mathilda Avenue to SR-85
- 54 San Jose Citywide Pavement Management Program
- 55 Jackson Ave Bicycle and Pedestrian Improvements
- 56 San Jose Pedestrian Oriented Traffic Signals
- 57 St. Johns Bikeway and Pedestrian Improvements
- 58 The Alameda Grand Blvd. Phase 2
- 59 El Monte Road Preservation
- 60 Hillside Road Preservation
- 61 Mountain View Castro Street Complete Streets
- 62 Virginia Avenue Sidewalks
- 63 Mountain View Various Rd Preservation & Bike Lanes
- 64 Upper Penitencia Creek Multi-Use Trail
- 65 San Tomas Aquino Spur Multi-Use Trail Phase 2
- 66 Los Altos Various Streets and Roads Preservation
- 67 Egleberry Street Resurfacing
- 68 Prospect Rd Complete Streets
- 69 Saratoga Village Sidewalk Rehabilitation
- 70 Sunnyvale/Saratoga Road Bike/Ped Safety Enhancements
- 71 Fair Oaks Avenue Bikeway and Streetscape
- 72 Maude Avenue Bikeway and Streetscape
- 73 Sunnyvale East and West Channel Multi-Use Trails
- 74 Duane Avenue Roadway Preservation
- 75 Arastradero Road Schoolscape/Multiuse Trail
- 76 Milpitas Various Streets and Roads Preservation
- 77 Capitol Expressway ITS and Bike/Ped Improvements
- 78 Montague Expwy Ped Bridge at Milpitas BART Study
- 79 Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge
- 80 Palo Alto Various Street Resurfacing & Streetscape
- 81 Monterey Road Preservation
- 82 I-880 Stevens Creek Landscaping
- 83 US 101 Zanker Road /North 4th Street/Skyport Drive
- 84 I-680 Soundwalls - Capitol Expwy to Mueller Ave
- 85 Coyote Creek Trail Reach 5.3 (Brokaw to UPRR)
- 86 Mountain View Double Track Improvements - Phase II
- 87 I-680 Sunol Grade Southbound HOV Lanes - SCL Final
- 88 Caltrain Electrification
- 89 Caltrain: Systemwide Security

NOT MAPPED

511 Traveler Information

ACE Positive Train Control

ACE: ADA Operating Set-aside

Caltrain Positive Train Control System

Caltrain Transit Asset Management System (CTAMS)

Caltrain: Preventive Maintenance

Caltrain: Revenue Vehicle Rehab Program

Caltrain: Signal/Communication Rehab. & Upgrades

Caltrain: Systemwide Track Rehab & Related Struct.

Climate Change Adaptation & Vulnerability Assessment

Climate Initiatives Evaluation and Administration

Climate Initiatives Program Public Education

Clipper Fare Collection System

Cultural Resources Legacy Data Database

East San Jose Bikeways

East San Jose Pedestrian Improvements

Electric Vehicle Funding Strategies

Freeway Performance Initiative (FPI)

FSP and Call Box Program

Garvee Debt Service - SCL010019, SCL990030-31

Geoarchaeological Study of Route 101 Corridor

GL: Railroad/Highway Crossings

GL: 5307 JARC Set-aside FY13-FY14 Large UA

GL: Bridge Rehab and Reconstruction - SHOPP

GL: Bridge Rehab/Recon. - Local Hwy Bridge Program

GL: Elderly & Persons with Disability Program

GL: Emergency Repair - SHOPP Emergency Response

GL: FTA Non-Urbanized Formula Program

GL: FY10 JARC Mobility Management

GL: JARC FY11-FY12 Large UA

GL: JARC FY12 Small UA & Rural

GL: New Freedom FY12 Large UA

GL: New Freedom FY12 Small UA & Rural

GL: Pavement Resurfacing/Rehabilitation -

SHOPP Roadway Preservation

GL: Pavement Resurfacing/Rehabilitation SHS -

Highway Maintenance

GL: Pavement Resurfacing/Rehabilitation State Hwy Sys -

SHOPP Minor

GL: Recreational Trails Program

GL: Safety Improvements - SHOPP Mandates

GL: Safety Improvements - SHOPP Mobility Program

GL: Safety Improvements - SRTS

GL: Safety Imprv - Highway Safety Improvement Program

GL: Safety Imprv. - SHOPP Collision Reduction

Green Star / Cool Schools Program

Incident Management Program

Local Government EV Fleet Program

Local PDA Planning - Santa Clara

Oakland to San Jose Double Track (Segment 2A)

Palo Alto - Citywide Traffic Signal upgrade

Parking Pricing Regional Analysis

Real-time Transit Information Program

Regional Arterial Operations & Signal Timing Program

Regional Bicycle Sharing Program

Regional Car Sharing

Regional Planning - PDA Implementation

Regional Planning Activities - ABAG

Regional Planning Activities - BCDC

Regional Planning Activities and PPM - MTC

Regional Planning Activities and PPM - Santa Clara

Regional Streets and Roads Program

Safe Routes to Transit

San Jose Citywide Bikeway Program

San Jose Citywide SRTS Program

San Jose North 1st Street Core Area Streets Improvements

San Jose Smart Intersections Program

San Jose Walk N Roll - Safe Access

San Jose Walk N' Roll Phase II

San Jose: Various Intersection Improvements

Santa Clara County Non-Infrastructure SRTS Program

Spare the Air Program

Statewide Archeological Reburial Database

Station Area Planning Program & Implementation

Sunnyvale SRTS Ped Infrastructure Improvements

Transit Capital Inventory Improvements

Transit Commute Benefits Promotion

Transit Oriented Affordable Housing

Transportation Demand Management

VTA - Rail Replacement Program

VTA - Standard & Small Bus Replacement

VTA: ADA Bus Stop Improvements

VTA: ADA Operating Set Aside

VTA: Kinkisharyo LRV Overhaul Program

VTA: Light Rail Bridge and Structure - SG Repair

VTA: Light Rail Track Crossovers and Switches

VTA: LR Signal Assessment / SCADA Replacement

VTA: Preventive Maintenance

VTA: Rail Substation Rehab/Replacement

VTA: Renewable Energy Conversion Project

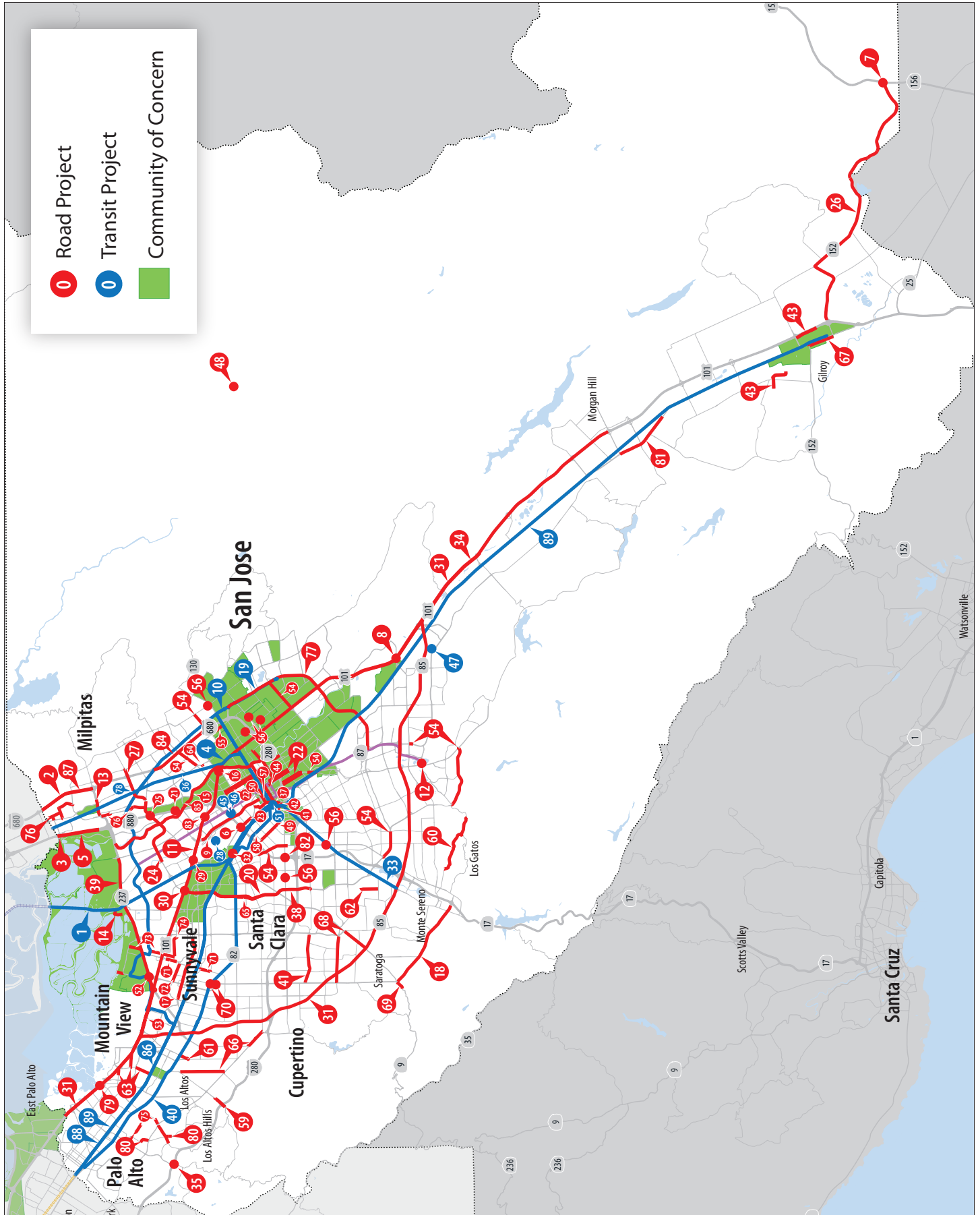
VTA: San Jose High Volume Bus Stop Upgrade

VTA: Stevens Creek Bus Rapid Transit

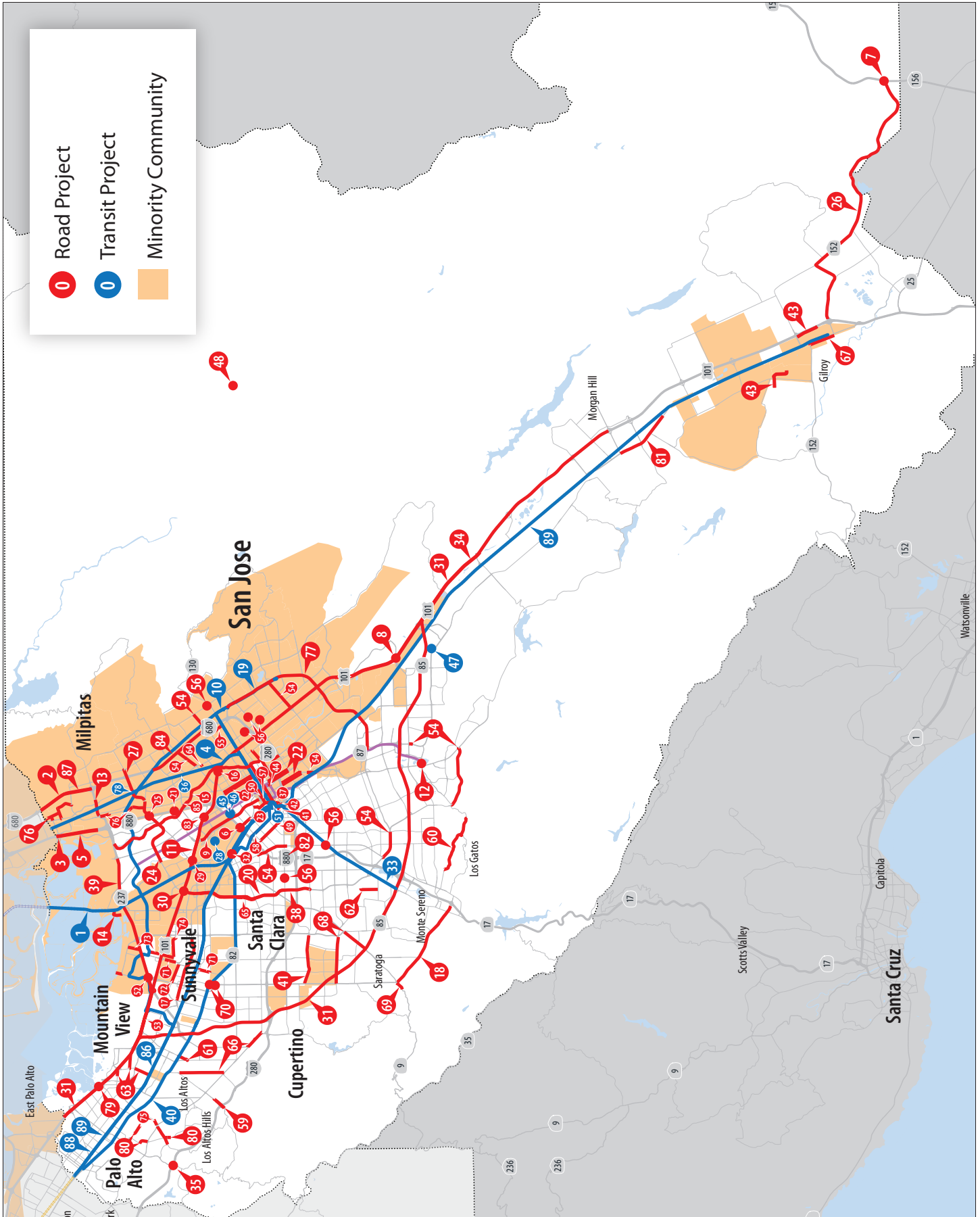
VTA: TP OCS Rehab & Replacement

VTA: Light Rail Transit Signal Priority Improvement

Santa Clara County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



Santa Clara County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Solano County TIP Projects

MAPPED

- 1 Interstate 80 Corridor Real Time Rideshare
- 2 SR-12 (Jamieson Canyon Road) Widening
- 3 Toll Bridge Maintenance
- 4 Toll Bridge Rehabilitation Program
- 5 Military/Southampton & Military/First Intermodal
- 6 Fairfield/Vacaville Intermodal Rail Station
- 7 San Pablo Bay Entrance Rehabilitation
- 8 I-80/I-680 Aux Lanes Improvement Landscaping
- 9 Vallejo Curtola Transit Center
- 10 I-80 Alamo Creek On-Ramp and Bridge Widening
- 11 Cordelia Hills Sky Valley
- 12 I-80/I-680/SR-12 Interchange Project
- 13 Travis AFB: South Gate Improvement Project
- 14 I-505/Vaca Valley Off-Ramp and Intersection Improvements
- 15 Redwood-Fairgrounds Dr Interchange Imps (Study)
- 16 SolTrans: Bus Maintenance Facility Renovation
- 17 Vacaville-Dixon Bicycle Route (Phase 5)
- 18 I-80 Express Lanes - Fairfield & Vacaville Phase I&II
- 19 Jepson: Vanden Road from Peabody to Leisure Town
- 20 Jepson: Walters Rd Extension - Peabody Rd Widening
- 21 Jepson: Leisure Town Road from Vanden to Commerce
- 22 Jepson: Leisure Town Road (Commerce to Orange)
- 23 Fairfield Transportation Center - Phase 3
- 24 Benicia Industrial Park Bus Hub Project
- 25 Vacaville Intermodal Station - Phase 2
- 26 Grizzly Island Trail - Phase 1
- 27 Vallejo Downtown Streetscape
- 28 Roadway Preservation in Solano County
- 29 Sonoma Boulevard Improvements HSIP5-04-031
- 30 Vacaville Various Street and Roads Preservation
- 31 Oliver Road Park and Ride
- 32 Beck Avenue Preservation
- 33 Suisun-Fairfield Intercity Rail Station Access Imp
- 34 Walters Road-Pintail Drive Preservation
- 35 Allison Bicycle / Ped Improvements
- 36 Ulatis Creek Bike/Ped Path & Streetscape McCellan-Depot
- 37 Benicia - East 2nd Street Preservation
- 38 Benicia Safe Routes to Schools Infrastructure Imps
- 39 Dixon SR-25 Infrastructure Improvements
- 40 West A Street Preservation
- 41 SR-12 Crossing with Updated Lighting
- 42 Vallejo SRTS Infrastructure Improvements
- 43 Vacaville SRTS Infrastructure Improvements
- 44 Driftwood Drive Path

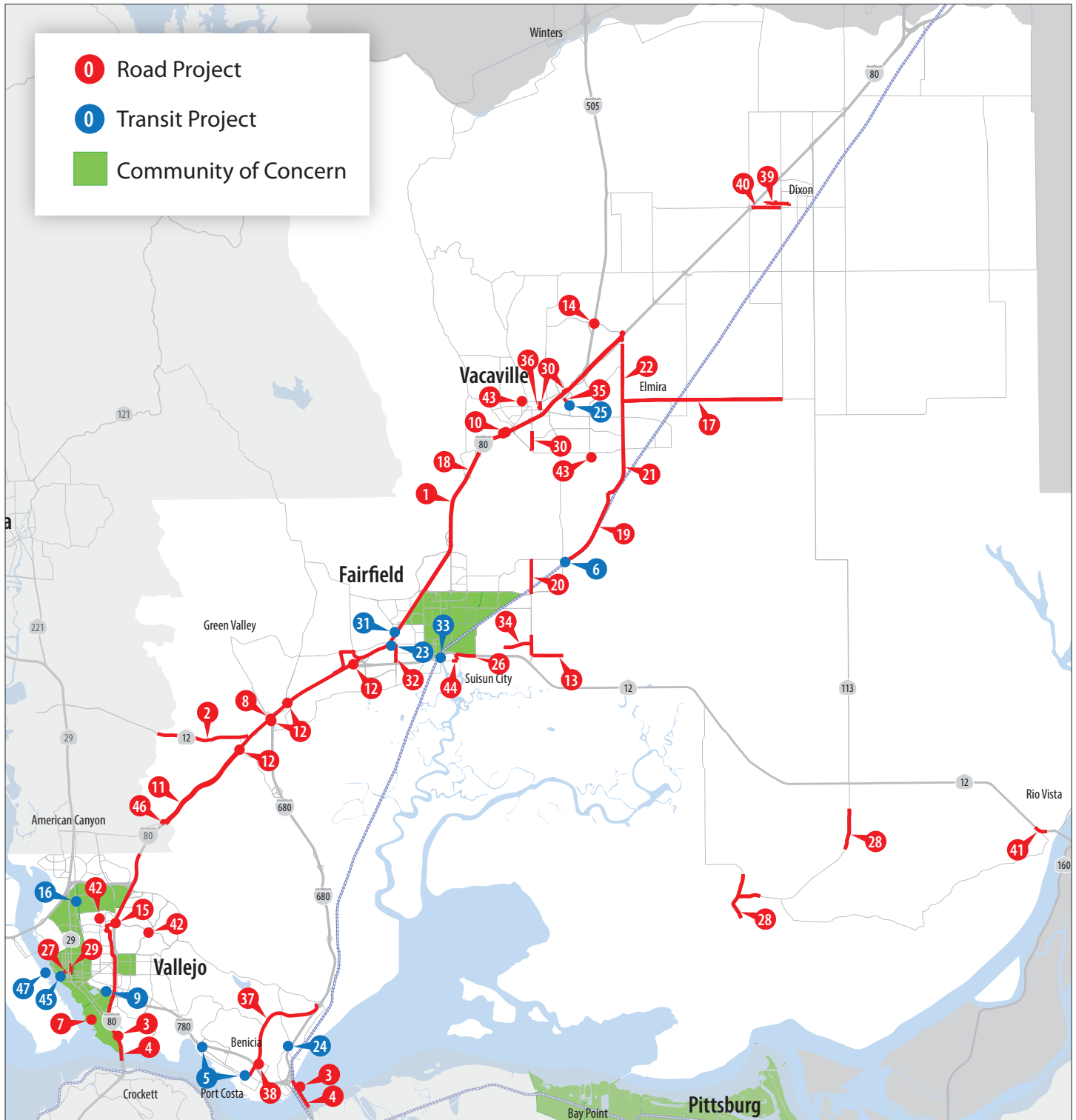
- 45 Vallejo Ferry Terminal (Intermodal Station)
- 46 I-80 / American Canyon Rd Overpass Improvements
- 47 North Bay Operations and Maintenance Facility

UNMAPPED

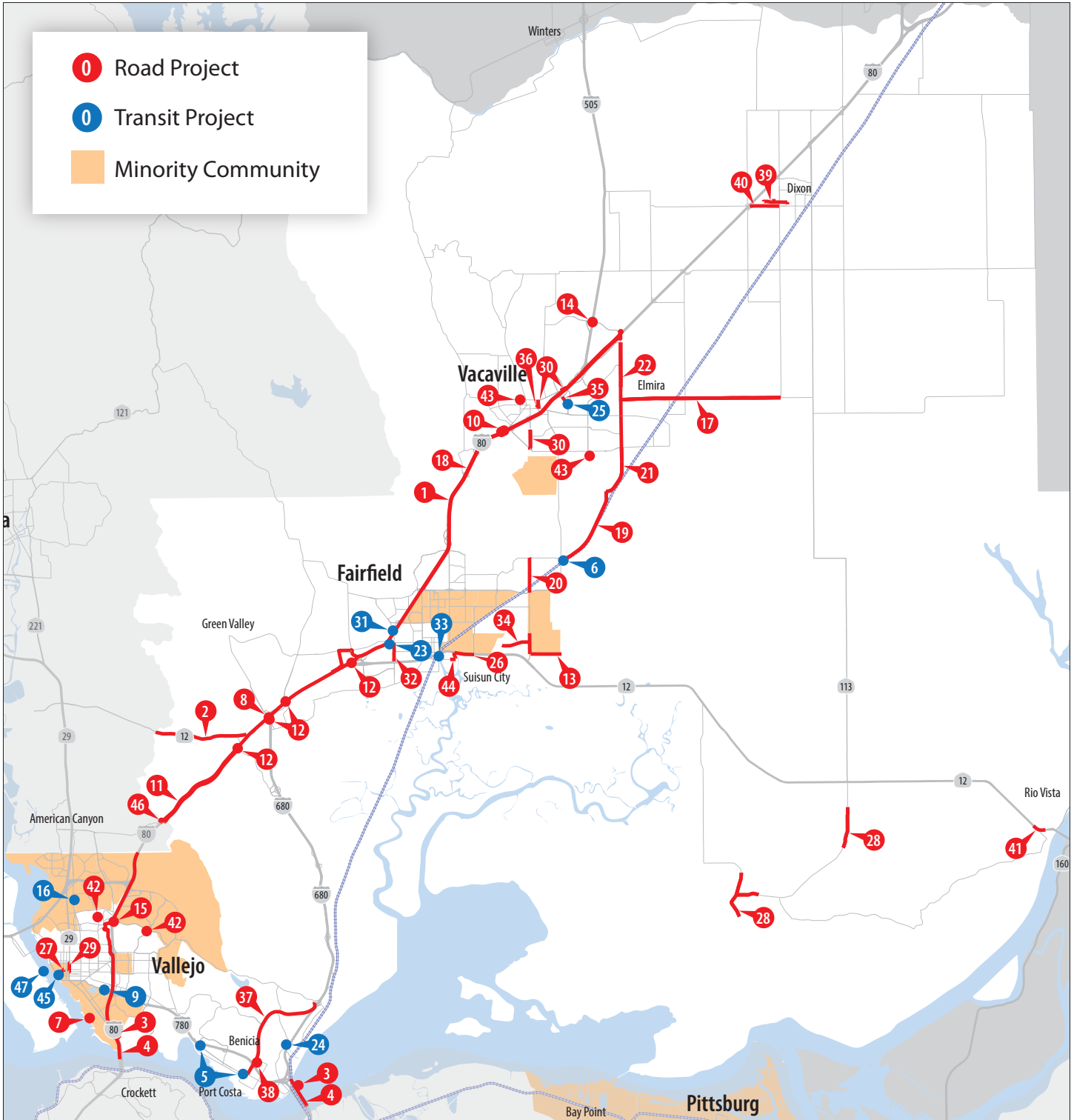
- 511 Traveler Information
- Bus Replacement (Alternative Fuel)
- Bus Replacement (Local)
- Climate Change Adaptation & Vulnerability Assessment
- Climate Initiatives Evaluation and Administration
- Climate Initiatives Program Public Education
- Clipper Fare Collection System
- Cultural Resources Legacy Data Database
- Eastern Solano / SNCI Rideshare Program
- Electric Vehicle Funding Strategies
- Fairfield Transit: 1 Gillig Bus Replacement
- Fairfield-Suisun Transit: Operating Assistance
- Freeway Performance Initiative (FPI)
- FSP and Call Box Program
- Geoarchaeological Study of Route 101 Corridor
- GL: Railroad/Highway Crossings
- GL: Bridge Rehab and Reconstruction - SHOPP
- GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
- GL: Elderly & Persons with Disability Program
- GL: Emergency Repair - SHOPP Emergency Response
- GL: FTA Non-Urbanized Formula Program
- GL: FY10 JARC Mobility Management
- GL: JARC FY12 Small UA & Rural
- GL: New Freedom FY12 Large UA
- GL: New Freedom FY12 Small UA & Rural
- GL: Pavement Resurfacing/Rehabilitation -
SHOPP Roadway Preservation
- GL: Pavement Resurfacing/Rehabilitation SHS -
Highway Maintenance
- GL: Pavement Resurfacing/Rehabilitation State Hwy Sys -
SHOPP Minor
- GL: Safety Improvements - SHOPP Mandates
- GL: Safety Improvements - SHOPP Mobility Program
- GL: Safety Improvements - SRTS
- GL: Safety Imprv - Highway Safety Improvement Program
- GL: Safety Imprv. - SHOPP Collision Reduction
Incident Management Program
- Local PCA Planning - Solano
- Local PDA Planning - Solano
- Maintenance Barge and Emergency Floats and Ramps
- Parking Pricing Regional Analysis

Procure 3 Low Floor Paratransit Buses
 Purchase Transit Equipment - Fareboxes and Tools
 Real-time Transit Information Program
 Regional Arterial Operations & Signal Timing Program
 Regional Car Sharing
 Regional Planning - PDA Implementation
 Regional Planning Activities - ABAG
 Regional Planning Activities - BCDC
 Regional Planning Activities and PPM - MTC
 Regional Planning Activities and PPM - Solano
 Regional Streets and Roads Program
 Safe Routes to Transit
 Solano Safe Routes to School Program
 Solano Transit Ambassador Program
 SolTrans: ADA Paratransit Operating Subsidy
 SolTrans: AVL Technology
 SolTrans: Capital Maintenance - Fuel
 SolTrans: Operating Assistance
 SolTrans: Preventive Maintenance
 SolTrans: Technology Enhancements
 Spare the Air Program
 Statewide Archeological Reburial Database
 Station Area Planning Program & Implementation
 Suisun-Fairfield Intercity Rail Station Access Improvements
 Toll Bridge Maintenance
 Toll Bridge Rehabilitation Program
 Transit Capital Inventory Improvements
 Transit Commute Benefits Promotion
 Transit Marketing and Public Outreach
 Transit Oriented Affordable Housing
 Transportation Demand Management
 Vacaville Transit - Curb Ramps
 Vacaville Transit : Procure 3 Fixed Route Buses
 Vacaville Transit: Operating Assistance
 Vacaville: Bus maintenance facility upgrades
 Vacaville: Purchase bus shelters
 WETA Ferry Expansion Studies
 WETA: Revenue Vehicle Communication Equipment
 WETA: Ferry Channel & Berth Dredging
 WETA: Ferry Major Component Rehab/Replacement
 WETA: Ferry Propulsion System Replacement
 WETA: Fixed Guideway Connectors

Solano County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



Solano County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Sonoma County TIP Projects

MAPPED

- 1 Interstate 80 Corridor Real Time Rideshare
- 2 SR-12 (Jamieson Canyon Road) Widening
- 3 Toll Bridge Maintenance
- 4 Toll Bridge Rehabilitation Program
- 5 Military/Southampton & Military/First Intermodal
- 6 Fairfield/Vacaville Intermodal Rail Station
- 7 San Pablo Bay Entrance Rehabilitation
- 8 I-80/I-680 Aux Lanes Improvement Landscaping
- 9 Vallejo Curtola Transit Center
- 10 I-80 Alamo Creek On-Ramp and Bridge Widening
- 11 Cordelia Hills Sky Valley
- 12 I-80/I-680/SR-12 Interchange Project
- 13 Travis AFB: South Gate Improvement Project
- 14 I-505/Vaca Valley Off-Ramp and Intersection Improvements
- 15 Redwood-Fairgrounds Dr Interchange Imps (Study)
- 16 SolTrans: Bus Maintenance Facility Renovation
- 17 Vacaville-Dixon Bicycle Route (Phase 5)
- 18 I-80 Express Lanes - Fairfield & Vacaville-Phases I & II
- 19 Jepson: Vanden Road from Peabody to Leisure Town
- 20 Jepson: Walters Rd Extension - Peabody Rd Widening
- 21 Jepson: Leisure Town Road from Vanden to Commerce
- 22 Jepson: Leisure Town Road (Commerce to Orange)
- 23 Fairfield Transportation Center - Phase 3
- 24 Benicia Industrial Park Bus Hub Project
- 25 Vacaville Intermodal Station - Phase 2
- 26 Grizzly Island Trail - Phase 1
- 27 Vallejo Downtown Streetscape
- 28 Roadway Preservation in Solano County
- 29 Sonoma Boulevard Improvements HSIP5-04-031
- 30 Vacaville Various Street and Roads Preservation
- 31 Oliver Road Park and Ride
- 32 Beck Avenue Preservation
- 33 Suisun-Fairfield Intercity Rail Station Access Imp
- 34 Walters Road-Pintail Drive Preservation
- 35 Allison Bicycle / Ped Improvements
- 36 Ulatis Creek Bike/Ped Path & Streetscape McCellan-Depot
- 37 Benicia - East 2nd Street Preservation
- 38 Benicia Safe Routes to Schools Infrastructure Imps
- 39 Dixon SR-2S Infrastructure Improvements
- 40 West A Street Preservation
- 41 SR-12 Crossing with Updated Lighting
- 42 Vallejo SRTS Infrastructure Improvements
- 43 Vacaville SRTS Infrastructure Improvements
- 44 Driftwood Drive Path

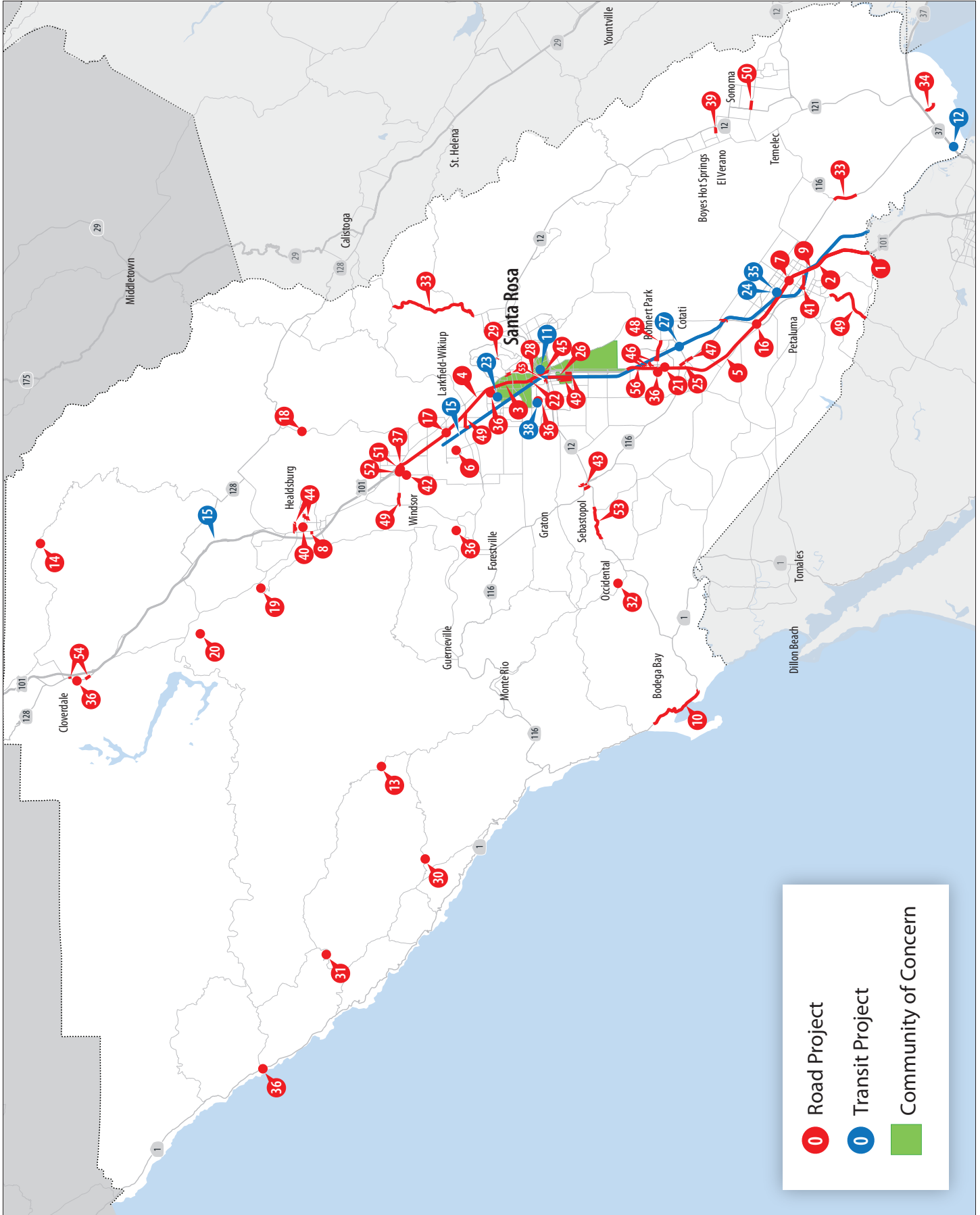
- 45 Vallejo Ferry Terminal (Intermodal Station)
- 46 I-80 / American Canyon Rd Overpass Improvements
- 47 North Bay Operations and Maintenance Facility

UNMAPPED

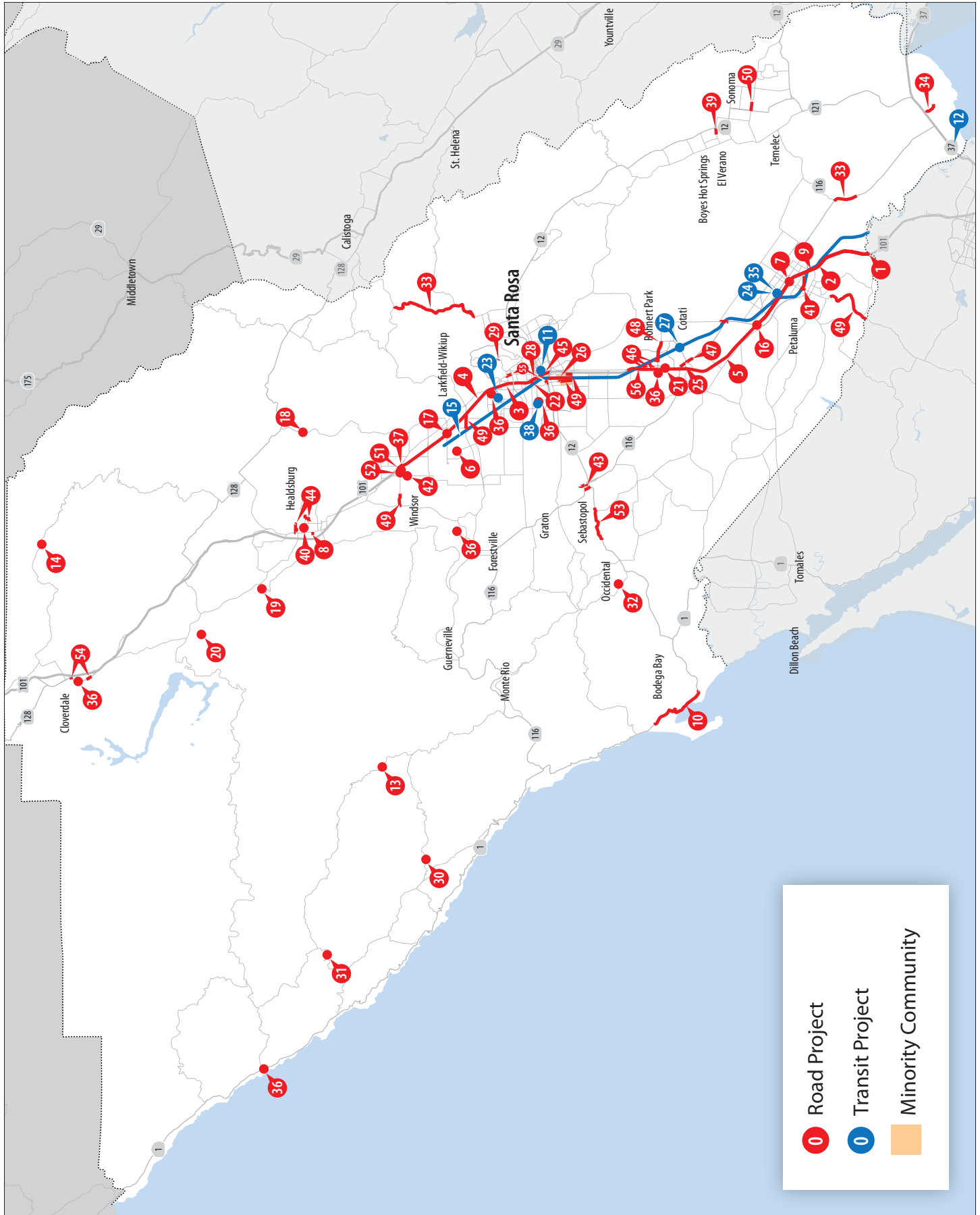
- 511 Traveler Information
- Automated Vehicle Location System
- CityBus COA and Service Plan
- Climate Change Adaptation & Vulnerability Assessment
- Climate Initiatives Evaluation and Administration
- Climate Initiatives Program Public Education
- Clipper Fare Collection System
- Countywide Safe Routes to Schools Program
- Cultural Resources Legacy Data Database
- Electric Vehicle Funding Strategies
- Freeway Performance Initiative (FPI)
- FSP and Call Box Program
- Geoarchaeological Study of Route 101 Corridor
- GL: Railroad/Highway Crossings
- GL: 5307 JARC Set-aside FY13-FY14 Large UA
- GL: Bridge Rehab and Reconstruction - SHOPP
- GL: Bridge Rehab/Recon. - Local Hwy Bridge Program
- GL: Elderly & Persons with Disability Program
- GL: Emergency Repair - SHOPP Emergency Response
- GL: FTA Non-Urbanized Formula Program
- GL: FY10 JARC Mobility Management
- GL: JARC FY11-FY12 Large UA
- GL: JARC FY12 Small UA & Rural
- GL: New Freedom FY12 Large UA
- GL: New Freedom FY12 Small UA & Rural
- GL: Pavement Resurfacing/Rehabilitation -
SHOPP Roadway Preservation
- GL: Pavement Resurfacing/Rehabilitation SHS -
Highway Maintenance
- GL: Pavement Resurfacing/Rehabilitation State Hwy Sys -
SHOPP Minor
- GL: Recreational Trails Program
- GL: Safety Improvements - SHOPP Mandates
- GL: Safety Improvements - SHOPP Mobility Program
- GL: Safety Improvements - SRTS
- GL: Safety Imprv - Highway Safety Improvement Program
- GL: Safety Imprv. - SHOPP Collision Reduction
- Green Star / Cool Schools Program
- Hybrid Electric Bus Purchase (Replacement)
- Incident Management Program
- Local Government EV Fleet Program

Parking Pricing Regional Analysis
 PDA Planning - Airport Station/Specific Plan Amend
 PDA Planning - Springs Area Plan
 Petaluma Paratransit: Replace 2 Vans
 Petaluma Transit - Communications Equipment
 Petaluma Transit: AVL System
 Petaluma Transit: Preventive Maintenance
 Petaluma Transit: Transit Signal Priority System
 Petaluma: Purchase 2 Paratransit Cutaways FY13
 Petaluma: Replace 2 Paratransit Cutaways FY14
 Real-time Transit Information Program
 Regional Arterial Operations & Signal Timing Program
 Regional Car Sharing
 Regional Dynamic Ridesharing Pilot
 Regional Planning - PDA Implementation
 Regional Planning Activities - ABAG
 Regional Planning Activities - BCDC
 Regional Planning Activities and PPM - MTC
 Regional Planning Activities and PPM - Sonoma
 Regional Streets and Roads Program
 Roseland Area / Sebastopol Rd Priority Development
 Safe Routes to Transit
 Santa Rosa City Bus: Transit Enhancements
 Santa Rosa City Bus - Capital Maintenance - Fuel
 Santa Rosa CityBus: Operating Assistance
 Santa Rosa CityBus: Preventative Maintenance
 Sonoma Co Transit :Preventive Maintenance Program
 Sonoma County - Safe Routes to School Program
 Sonoma County Transit: Bus Stop Improvement
 Sonoma County Transit: CNG Bus Replacements
 Sonoma County Transit: Replacement Bus Purchase
 Sonoma County Transit: Replacement Bus Purchase
 Sonoma County Urban Footprint Planning
 Spare the Air Program
 Statewide Archeological Reburial Database
 Station Area Planning Program & Implementation
 Transit Capital Inventory Improvements
 Transit Commute Benefits Promotion
 Transit Oriented Affordable Housing
 Transportation Demand Management

Sonoma County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



Sonoma County: Overlay of 2015 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Projects in the 2015 TIP with Costs Greater than \$200 Million

RED Road Project
BLUE Transit Project

- | | | |
|---|--|--|
| 1 BART - Berryessa to San Jose Extension
Santa Clara County
\$3.96 billion | 15 Sonoma Marin Area Rail Corridor
Sonoma/Marin Counties
\$539 million | 29 Capitol Expressway LRT Extension, Phase 2
Santa Clara County
\$294 million |
| 2 BART - Warm Springs to Berryessa Extension
Santa Clara County
\$2.52 billion | 16 SR-1 Devils Slide Bypass
San Mateo County
\$512 million | 30 BART Transbay Tube Seismic Retrofit
Multiple Counties
\$276 million |
| 3 Transbay Terminal/Caltrain Downtown Extension, Phase 2
San Francisco County
\$2.29 billion | 17 San Jose International Airport People Mover
Santa Clara County
\$508 million | 31 Golden Gate Bridge Seismic Retrofit, Phases 1-3A
Marin/San Francisco Counties
\$273 million |
| 4 US-101 Doyle Drive Replacement
San Francisco County
\$1.99 billion | 18 BART Oakland Airport Connector
Alameda County
\$484 million | 32 Southeast Waterfront Transportation Improvements**
San Francisco County
\$254 million |
| 5 BART Railcar Procurement Program**
Multiple Counties
\$1.98 billion | 19 E-BART - East Contra Costa County Rail Extension
Contra Costa County
\$460 million | 33 I-80 Express Lanes in Fairfield & Vacaville, Phases 1 & 2
Solano County
\$237 million |
| 6 Transbay Terminal/Caltrain Downtown Extension, Phase 1
San Francisco County
\$1.90 billion | 20 US 101 Express Lanes in Santa Clara County
Santa Clara County
\$425 million | 34 El Camino Real Bus Rapid Transit
Santa Clara County
\$234 million |
| 7 SF Muni Third St LRT Phase 2 - Central Subway
San Francisco County
\$1.58 billion | 21 SR-24 - Caldecott Tunnel Fourth Bore
Alameda/Contra Costa County
\$420 million | 35 Caltrain Positive Train Control System**
Multiple Counties
\$231 million |
| 8 Caltrain Electrification
Multiple Counties
\$1.23 billion | 22 AC Transit: Preventive Maintenance Program**
Alameda/Contra Costa County
\$392 million | 36 7th Street Grade Separation and Roadway Improvements
Alameda County
\$221 million |
| 9 Transbay Transit Center - TIFIA Loan Debt Service
San Francisco County
\$1.08 billion | 23 SR-4 East Widening from Somersville to SR-160
Contra Costa County
\$385 million | 37 Oakland Army Base Infrastructure Improvements
Alameda County
\$215 million |
| 10 BART - Warm Springs Extension
Alameda County
\$890 million | 24 US-101 Marin-Sonoma Narrows (Sonoma)
Sonoma County
\$373 million | 38 Yerba Buena Island (YBI) Ramp Improvements
San Francisco County
\$212 million |
| 11 I-80/I-680/SR 12 Interchange Project
Solano County
\$718 million | 25 I-680/SR-4 Interechange Reconstruction - Phases 1, 2, 4 & 5
Contra Costa County
\$369 million | 39 SFMTA ADA Paratransit Operating Support**
San Francisco County
\$207 million |
| 12 Toll Bridge Rehabilitation Program
Multiple Counties
\$629 million | 26 US-101 Marin-Sonoma Narrows (Marin)
Marin County
\$351 million | 40 SF- Better Market Street Transportation Elements
San Francisco County
\$206 million |
| 13 BART Car Exchange (Preventive Maintenance)**
Multiple Counties
\$607 million | 27 Hunters Point Shipyard and Candlestick Point Local Roads**
San Francisco County
\$338 million | 41 I-680 NB HOV/HOT Lane
Alameda/Santa Clara Counties
\$205 million |
| 14 Valley Transportation Authority: Preventive Maintenance**
Santa Clara County
\$572 million | 28 Freeway Performance Initiative (FPI)**
Multiple Counties
\$336 million | |

** Project not mapped

Projects in the 2015 TIP with Costs Greater than \$200 Million

