

Draft 2023 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

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Volume I Overview and Project Listings

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TIP OVERVIEW

What is the TIP and what projects are included?

The Transportation Improvement Program (TIP) is a list of surface transportation projects, programs, and investment priorities in the nine-county San Francisco Bay Area over a four-year period. As the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is required by the California Department of Transportation (Caltrans) to prepare and adopt a regional TIP at least once every two years, concurrently with all other MPOs in the state.

The TIP can be found online at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>

Projects Included in the TIP

The TIP includes all surface transportation projects that are federally funded, require a federal action, or are considered regionally significant for air quality conformity purposes. The majority of projects in the TIP are federally funded, although some local or state-funded projects may also be included, particularly those that are large in scale or impact travel patterns over a relatively large geographic area, such as a new carpool lane on a state highway. Given its federal focus, many locally- or state-funded projects are not included in the TIP, such as roadway maintenance projects, transit operations, planning efforts, and minor sidewalk or intersection improvements.

Role of the TIP

The TIP represents the projects that Bay Area jurisdictions, transit agencies, and other public entities intend to construct or implement in the near-term. Each project in the TIP must include details on project location and scope, as well as a comprehensive accounting of the amount and sources of funds that have been expended, are committed, or estimated to be reasonably available for the project.

The TIP also serves as an implementation tool of the long-range transportation plan. A project cannot receive federal funds or other federal project-related approvals unless the project is included in the TIP. As a result, inclusion in the TIP is a critical factor of any major project, if using federal funds or otherwise requiring federal actions.

Federal Requirements for the TIP

- Cover a period of at least 4 years.
- Updated at least once every 4 years (State statute requires an update every even numbered year).
- Include all transportation projects with federal funds, requiring federal action, or regionally significant for air quality conformity purposes.
- Projects must be consistent with the region's long-range transportation plan.
- Financially constrained by year (funds committed to projects cannot exceed the funds estimated to be reasonably available).
- Financial plan that demonstrates that programmed projects can be implemented within the time contemplated.
- Make progress toward achieving federal performance targets.
- Accompanied by an evaluation and finding of air quality conformity.
- Provide public involvement and opportunity to comment prior to TIP approval.

TRANSPORTATION PLANNING AND PROGRAMMING

Where does the TIP fit in the planning process?

As the near-term listing of federal projects and programs that stem from the long-range transportation plan, all projects included in the TIP (also referred to as "programmed", or "committed") must be consistent with, and work to implement the vision of the regional plan.

Plan Bay Area 2050

Plan Bay Area 2050 is the comprehensive regional plan for the nine-county Bay Area, coordinating both land use and transportation investments through 2050. The plan is a federal requirement for all metropolitan areas, and also serves as the state-mandated Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) for the Bay Area.

The current plan is available online at: <https://www.planbayarea.org/finalplan2050>.

The TIP in Context

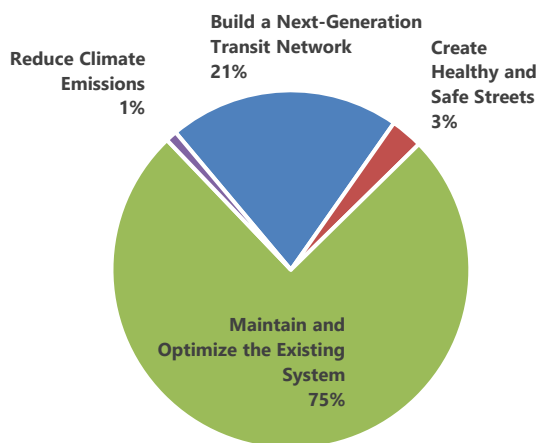
Although the TIP and long-range transportation plan are related, there is an important distinction that complicates any side-by-side comparison between the two documents. While *Plan Bay Area 2050* includes the universe of federal, state, regional and local revenues reasonably available to implement the transportation projects, program, and strategies over the 30 years of the plan, the TIP is much more focused on near-term projects with federal funding. As a result, the TIP tends to be heavily weighted toward large capital projects, such as transit and highway expansions, that are more likely to require federal funds. The vast majority of funds that go to operate, maintain, and manage the region's existing transportation system, a top

priority of *Plan Bay Area 2050*, are not typically captured in the TIP. An illustration of this distinction is provided on the following page.

Plan and TIP Investments by Strategic Theme

Plan Bay Area 2050 Investments

Expenditures by Strategic Theme

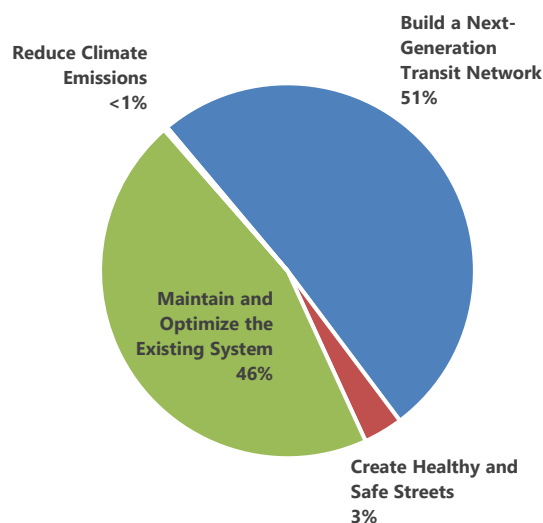


\$585 billion

30 years

2023 TIP Investments

Expenditures by Strategic Theme



\$10.9 billion

4 years

Projects from Idea to Implementation

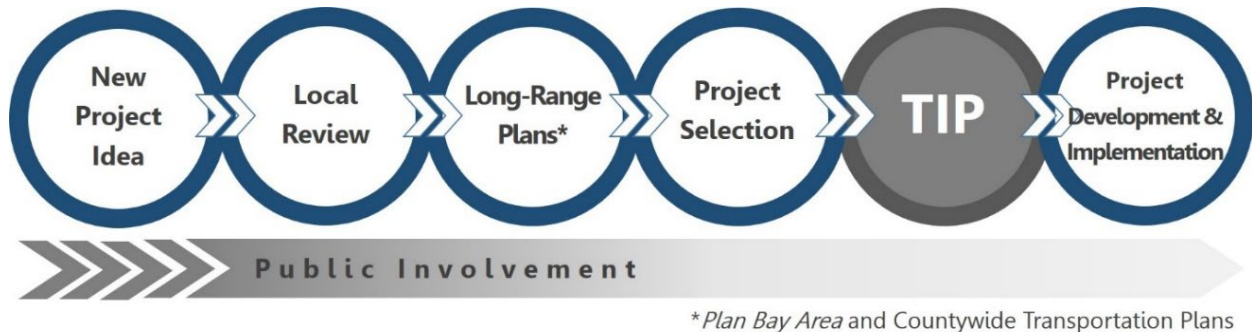
Before projects are ever identified in the long-range plan or the TIP they have gone through several iterations of review and refinement. Ideas for projects first emerge through planning efforts at the jurisdictional, transit operator, and regional levels. Some of the primary sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans or similar transit capital and service planning efforts, local road safety plans and the state highway planning process conducted by Caltrans. These local and sub-regional planning efforts are then merged at a regional level through the long-range transportation plan.

When the project scope, schedule, and budget are developed, the project may then be proposed for funding. Project sponsors (the agencies designated to implement the projects) are responsible for applying for the funds, initiating requests for TIP programming, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the County

Transportation Agencies (CTAs), the nine Bay Area counties, several joint power authorities, and the individual cities within each county.

Below is an illustration of how the TIP fits into the overall planning and programming process, from the time a transportation project is first conceived to its ultimate construction or implementation.

Idea to Implementation Flowchart



Congestion Management Process

In addition to preparing a long-range plan, MTC is required under federal regulations to address congestion management for the Bay Area through a process that provides for effective management and operation of new and existing facilities. The Congestion Management Process (CMP) is based on collaboration among transportation partners and stakeholders, specifically focused on congestion management strategies for key corridors. These strategies include public transit, carpool and vanpool programs, transportation demand management, and operational strategies to maximize the use of existing facilities. The current CMP is provided as Appendix A-56.

As part of the TIP development process, project sponsors must identify whether a project is capacity increasing for single occupant vehicles (SOVs). The project sponsor and CTAs review these projects and confirm that they are consistent with regional and local plans and processes. Appendix A-60 identifies the projects included in 2023 TIP that have been identified as capacity increasing for SOVs.

Air Quality Conformity

The TIP and long-range plan must also demonstrate transportation conformity as required under the Clean Air Act (Section 176(c) and 42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with, or conform to, the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing

violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS) or any interim milestones. The U.S. Environmental Protection Agency (EPA) transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the purpose of the SIP. Transportation conformity applies to designated nonattainment and maintenance areas for transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5}, PM₁₀), carbon monoxide (CO) and nitrogen dioxide (NO₂).

MTC staff conducted a new conformity analysis for *Plan Bay Area 2050* and the 2023 TIP as the basis for the conformity determination for the 2023 TIP. The conformity determination was made under the 2001 1-Hour Ozone Attainment Plan and the applicable motor vehicle emission budgets for the 2008 and 2015 national 8-hour ozone standards. Conformity for the 2006 24-hour PM_{2.5} standard was demonstrated by conducting an interim conformity test. The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan have been fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current.

A copy of the analysis is included as Appendix A-5, and is available online at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>

Federal Statewide Transportation Improvement Program

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all surface transportation projects with federal funds, those that require a federal action, and regionally significant transportation projects throughout the state. In California, regional TIPs are included in the FSTIP once approved by the relevant Metropolitan Planning Organization (MTC, in the case of the Bay Area) and following a public review period of the draft FSTIP conducted by the California department of Transportation (Caltrans) and after the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and Federal Environmental Protection Agency (EPA) make their required findings of financial constraint and air quality conformity. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or Caltrans, can authorize or "obligate" the funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these monies. Once adopted by MTC, the 2023 TIP will be submitted to Caltrans for incorporation into the FSTIP.



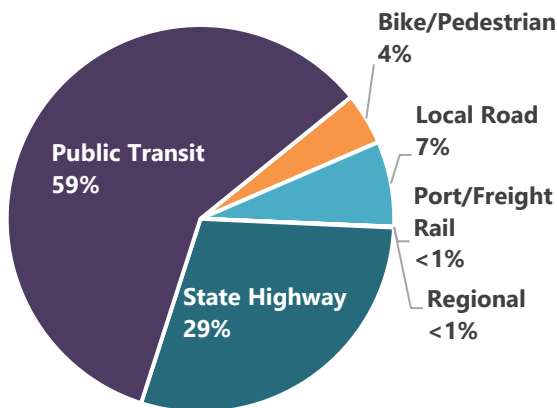
DRAFT 2023 TIP: FEATURES AND HIGHLIGHTS

What investments are included in the 2023 TIP?

The 2023 TIP for the nine-county San Francisco Bay Area includes more than 300 transportation projects with more than \$10.9 billion in committed federal, state, and local funding for federal fiscal years 2022-23 through 2025-26, as well as approximately 250 projects shown for informational purposes only. The cumulative project cost for these projects, including funds spent in prior years as well as funding planned for future years, totals over \$67.8 billion.

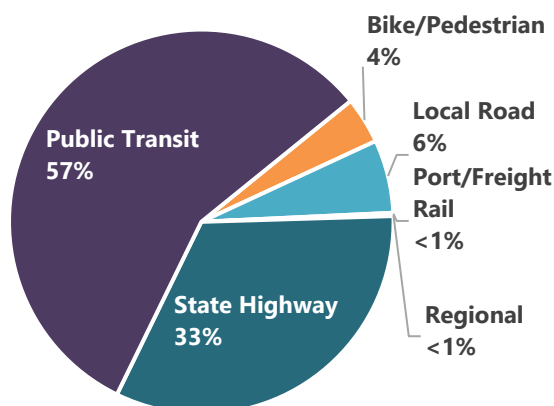
2023 TIP Investments

2023-2026, \$10.9 billion



2023 TIP Total Project Costs

All years, \$67.8 billion



2023 TIP Investments by County

Millions \$, rounded

County	2023-2026 Programmed Investments	Total Project Costs
Alameda	\$976	\$9,463
Contra Costa	\$170	\$2,048
Marin	\$161	\$2,767
Napa	\$34	\$234
San Francisco	\$1,035	\$13,021
San Mateo	\$384	\$5,511
Santa Clara	\$4,694	\$11,753
Solano	\$68	\$1,694
Sonoma	\$45	\$568
Multi-County	\$3,332	\$20,706
Total	\$10,899	\$67,765

New Projects

The majority of projects in the 2023 TIP were carried over from the previous 2021 TIP. However, a small number of new projects were added during the development of the 2023 TIP. The list of projects new to the TIP is available as Appendix A-49.

Archived Projects

Once projects no longer have funding programmed in the TIP, either because they have been completed, all funds have been federally obligated, or because the funds have been directed to another project, they are archived from the TIP. Federal regulations require that the TIP identify the major projects that were implemented from the previous TIP. Appendix A-50 lists all projects that were present in the 2021 TIP that have been archived in revisions to the 2021 TIP or are being archived as part of the 2023 TIP development. This list does not include the projects that are in the 2023 TIP for illustrative purposes (projects with no funding within the four active years of the TIP) or projects that have been deleted (either as a project cancellation or through redirecting the funds to different projects or phases).

After the adoption of the 2023 TIP, and including projects archived as part of the 2023 TIP development process, \$5 billion dollars in federal, state, regional, and local funding was archived on a total of 357 projects. Additional information about the funding for archived projects is provided below and on the next page.

Funding Breakdown of Archived Projects, by Fund Type

Fund Type	Total Funding	% of Total Funding	2021 TIP Funding (FY2021-FY2024)	% of 2021 TIP Funding
Federal	\$2,261	43%	\$88	29%
State	\$529	10%	\$54	18%
Regional	\$834	16%	\$6	2%
Local	\$1,625	31%	\$153	51%
Total	\$5,249	100%	\$300	100%

Note: Funding is shown in \$ millions

Funding Distribution of Archived Projects, by Travel Mode

Mode	Projects	% of Projects	Total Funding	% of Total Funding	2021 TIP Funding (FY2021-FY2024)	% of 2021 TIP Funding
Bike/Pedestrian	84	24%	\$303	6%	\$84	28%
Local Road	74	21%	\$332	6%	\$37	12%
Port/Freight Rail	1	0%	\$267	5%	\$-	0%
Regional	8	2%	\$142	3%	\$-	0%
State Highway	27	8%	\$519	10%	\$73	24%
Public Transit	163	46%	\$3,686	70%	\$107	36%
Total	357	100%	\$5,249	100%	\$300	100%

Note: Funding is shown in \$ millions

The largest capital projects, in terms of total project costs, that have been archived are listed in the table below. The full list of archived projects is available as Appendix A-50.

Top 10 Largest Archived Projects

Rank	County	Project Sponsor	Project Name	Total Funding (all years)
1	Santa Clara	VTA	VTA: Preventive Maintenance	\$596
2	Contra Costa	BART	BART to Antioch - East Contra Costa Rail Extension	\$460
3	Alameda	Oakland	Oakland Army Base Infrastructure Improvements	\$267
4	San Francisco	SFMTA	SFMTA: ADA Paratransit Operating Support	\$238
5	Alameda	AC Transit	AC Transit: East Bay Bus Rapid Transit	\$206
6	San Francisco	SFMTA	SFMTA Replacement of 60' Motor Coaches	\$191
7	Alameda	BART	Hayward Shop and Yard Expansion	\$160
8	San Francisco	SFMTA	SFMTA - Replacement of 40' Motor Coaches	\$159
9	Alameda	AC Transit	AC Transit: ADA Paratransit Assistance	\$134
10	Alameda	MTC	ALA-880 Express Lanes	\$133

Note: Funding is shown in \$ millions

Grouped Listings

Federal regulations allow projects that are exempt from air quality conformity analysis (project types listed under 40 CFR 93.126 and 127, Tables 2 & 3) to be grouped together as single project listings in the TIP (23 CFR 450.216 and 450.324). Examples of some of the project types that can be grouped in the TIP include: certain transit programs, pavement resurfacing projects, safety projects, and bridge rehabilitation projects.

The process for adding or revising a grouped (lump sum) listing, the State Managed Grouped Project Listings Process, is developed by the California Federal Programming Group (CFPG), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). MTC's grouped listings in the 2023 TIP follow and adhere to the provisions of the State-Managed Grouped Project Listings Process.

The back-up lists for grouped listings in the 2023 TIP are included in Appendix A-51 and can also be accessed on the MTC's TIP website at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>

ADA projects

Consistent with federal requirements, the 2023 TIP identifies projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans. The ADA requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Rail system operators are allowed to designate certain stations as key stations and to make these readily accessible to and useable by individuals with disabilities, including individuals who use wheelchairs. Most of the projects adopted in the key station plans have been implemented. Appendix A-52 lists some of the ongoing ADA implementation transit projects.

2023 TIP Schedule

The development of the 2023 TIP began in January 2022 and is scheduled for final federal approval in December 2022. The public outreach schedule for the 2023 TIP is as follows:

July 5, 2022	Beginning of public review period for Draft 2023 TIP and Draft Transportation Air Quality Conformity Analysis of the Plan and 2023 TIP
July 13, 2022	Presentation of the Draft 2023 TIP Draft Transportation Air Quality Conformity Analysis of the Plan and 2023 TIP at the MTC Programming and Allocations Committee meeting
August 3, 2022	End of public review and comment of Draft 2023 TIP and Draft Transportation Air Quality Conformity Analysis of the Plan and 2023 TIP
September 14, 2022	MTC Programming and Allocations Committee review of 2023 TIP and Transportation Air Quality Conformity Analysis of the Plan and 2023 TIP and referral to Commission



September 28, 2022 Commission scheduled to approve the 2023 TIP and Transportation Air Quality Conformity Analysis of the Plan and 2023 TIP

December 16, 2022 Anticipated 2023 TIP Approval by FHWA and FTA

MTC's responses to significant comments will be included as an appendix to the 2023 TIP.



2023 TIP At-a-Glance

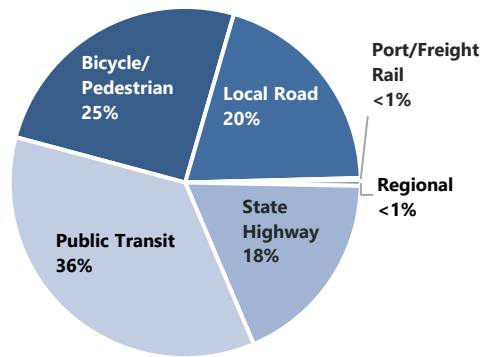
TIP-at-a-Glance provides a graphical summary of the number of projects, TIP funding and total project costs by mode, purpose, and fund type for the entire region and each of the nine counties within the region. Note that totals may not add up correctly due to rounding.

Regional Distribution of Funds by Mode (Millions \$, rounded)

Mode	Projects	%	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TIP Period	%	Total Cost	%
Bicycle/Pedestrian	141	25%	\$314	\$128	\$25	\$7	\$474	4%	\$2,661	4%
Local Road	112	20%	\$419	\$208	\$92	\$59	\$777	7%	\$4,172	6%
Port/Freight Rail	1	<1%	<\$1	-	\$2	<\$1	\$3	<1%	\$104	<1%
Regional	3	<1%	-	\$5	-	-	\$5	<1%	\$80	<1%
State Highway	102	18%	\$1,229	\$937	\$502	\$518	\$3,187	29%	\$22,167	33%
Public Transit	198	36%	\$4,361	\$788	\$1,279	\$25	\$6,453	59%	\$38,580	57%
Total	557	100%	\$6,323	\$2,066	\$1,901	\$609	\$10,899	100%	\$67,765	100%

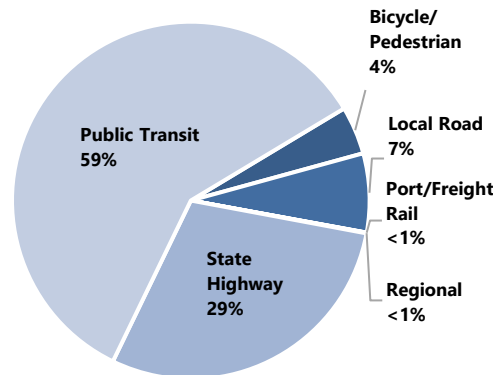
Share of Projects by Mode

Total Number of Projects = 557



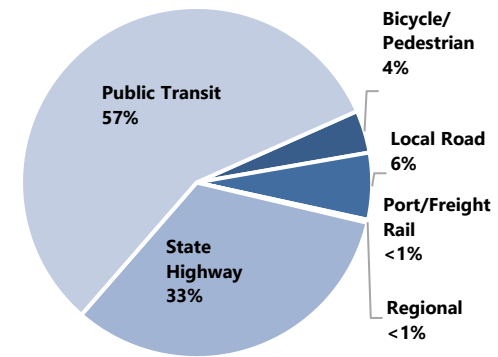
TIP Period Funding by Mode

Total TIP Period Funding = \$10.9 billion



Total Project Cost by Mode

Total Project Costs = \$67.8 billion

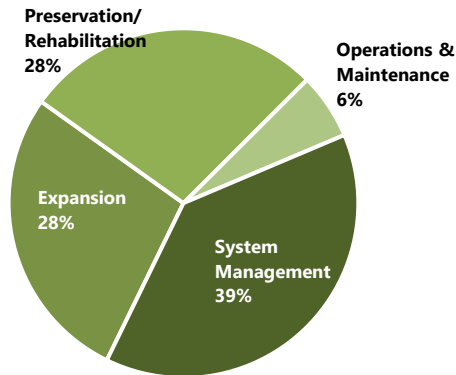


Regional Distribution of Funds by Purpose (Millions \$, rounded)

Purpose	Projects	%	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TIP Period	%	Total Cost	%
Expansion	154	28%	\$3,956	\$613	\$1,324	\$23	\$5,916	54%	\$31,637	47%
Preservation/Rehabilitation	154	28%	\$1,375	\$927	\$388	\$473	\$3,162	29%	\$20,316	30%
Operations & Maintenance	34	6%	\$62	\$56	-	-	\$118	1%	\$4,271	6%
System Management	215	39%	\$931	\$471	\$189	\$113	\$1,704	16%	\$11,541	17%
Total	557	100%	\$6,323	\$2,066	\$1,901	\$609	\$10,899	100%	\$67,765	100%

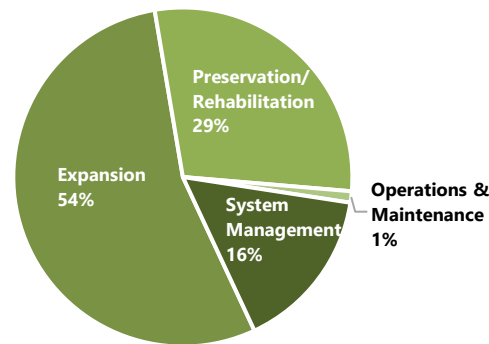
Share of Projects by Purpose

Total Number of Projects = 557



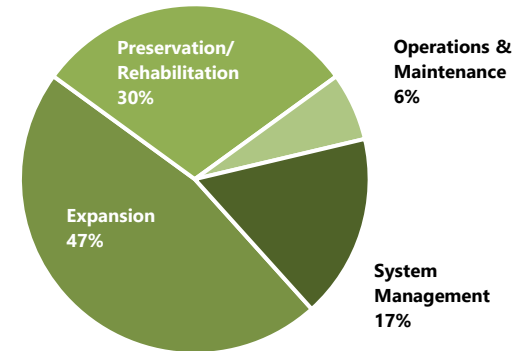
TIP Period Funding by Purpose

Total TIP Period Funding = \$10.9 billion



Total Project Cost by Purpose

Total Project Costs = \$67.8 billion

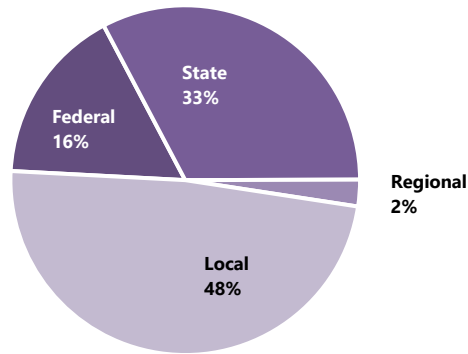


Regional Distribution of Funds by Source (Millions \$, rounded)

Source	FY 22/23	FY 23/24	FY 24/25	FY 25/26	TIP Period	%	Total Cost	%
Federal	\$1,051	\$491	\$136	\$114	\$1,792	16%	\$15,764	23%
State	\$1,314	\$1,111	\$764	\$373	\$3,562	33%	\$13,455	20%
Regional	\$102	\$59	\$56	\$50	\$268	2%	\$2,092	3%
Local	\$3,856	\$405	\$944	\$72	\$5,277	48%	\$36,453	54%
Total	\$6,323	\$2,066	\$1,901	\$609	\$10,899	100%	\$67,765	100%

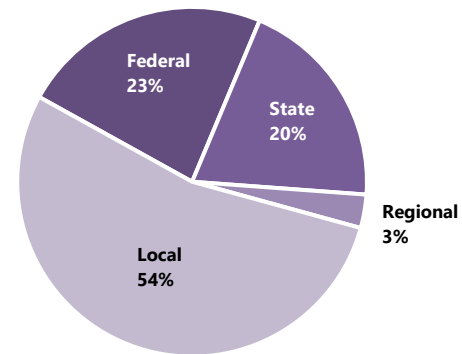
TIP Period Funding by Source

TIP Period Funding = \$10.9 billion



Total Project Cost Funding by Source

Total Project Cost = \$67.8 billion



Distribution of Funding by Mode for Each County and the Region (Millions \$, rounded)

County	Bicycle/ Pedestrian	Local Road	Port and Freight Rail	Regional	State Highway	Public Transit	Total TIP Period Funding
Alameda	\$171	\$366	\$3	-	\$196	\$240	\$976
Contra Costa	\$40	\$46	-	-	\$68	\$16	\$170
Marin	\$69	\$21	-	-	\$51	\$19	\$161
Napa	\$6	\$10	-	-	\$7	\$11	\$34
San Francisco	\$32	\$9	-	-	\$109	\$885	\$1,035
San Mateo	\$18	\$17	-	-	\$138	\$210	\$384
Santa Clara	\$88	\$61	-	-	\$264	\$4,282	\$4,694
Solano	\$12	\$41	-	-	\$4	\$12	\$68
Sonoma	\$34	\$10	-	-	-	\$1	\$45
Regional/Multi-County	\$5	\$196	-	\$5	\$2,349	\$777	\$3,332
Total Bay Area	\$474	\$777	\$3	\$5	\$3,187	\$6,453	\$10,899

Distribution of Funding by Purpose for Each County and the Region (Millions \$, rounded)

County	Expansion	Maintenance/ Rehabilitation	Operations	System Management	Total TIP Period Funding
Alameda	\$372	\$304	\$4	\$296	\$976
Contra Costa	\$29	\$34	-	\$107	\$170
Marin	\$18	\$73	-	\$70	\$161
Napa	\$5	\$13	-	\$16	\$34
San Francisco	\$799	\$162	-	\$74	\$1,035
San Mateo	\$170	\$155	-	\$59	\$384
Santa Clara	\$4,268	\$127	-	\$299	\$4,694
Solano	\$18	\$19	-	\$32	\$68
Sonoma	\$23	\$8	-	\$13	\$45
Regional/Multi-County	\$213	\$2,267	\$114	\$738	\$3,332
Total Bay Area	\$5,916	\$3,162	\$118	\$1,704	\$10,899



Distribution of Funding by Source for Each County and the Region (Millions \$, rounded)

County	Federal	State	Regional	Local	Total TIP Period Funding
Alameda	\$155	\$298	\$1	\$522	\$976
Contra Costa	\$104	\$17	\$15	\$35	\$170
Marin	\$20	\$1	-	\$140	\$161
Napa	\$22	\$4	-	\$8	\$34
San Francisco	\$75	\$140	-	\$820	\$1,035
San Mateo	\$165	\$44	-	\$176	\$384
Santa Clara	\$462	\$832	\$1	\$3,400	\$4,694
Solano	\$35	\$13	-	\$20	\$68
Sonoma	\$24	\$12	-	\$9	\$45
Regional/Multi-County	\$731	\$2,201	\$251	\$148	\$3,332
Total Bay Area	\$1,792	\$3,562	\$268	\$5,277	\$10,899

DRAFT 2023 TIP: INVESTMENT DECISIONS

What is the overall investment focus of the 2023 TIP?

Transportation investments in the long-range plan and TIP are categorized into three primary strategic themes: Maintain and Optimize the Existing System, Create Healthy and Safe Streets, and Build a Next-Generation Transit Network. A fourth strategic theme in the Environment section of *Plan Bay Area 2050*, Reduce Climate Emissions, also covers some transportation improvements.

Investment Decisions

The current long-range transportation plan prioritizes the maintenance and optimization of the existing transportation system, by dedicating 75% of the projected \$585 billion in revenues for these four themes towards the operation, maintenance and modernization of the existing network of transit, bridges, highways, and local streets and roads. A further 20% of the Plan's revenues are dedicated to projects that will result in the implementation of a next-generation transit network. Roughly 3% of the revenues are directed toward projects that encourage roadway users to adopt alternative modes of transportation or contribute to the safety of all roadway users. Finally, approximately 1% of the revenues go to efforts that directly reduce climate emissions.

By comparison, 45% of the funds programmed in the 2023 TIP (\$4.9 billion) are dedicated to maintenance, rehabilitation, and management of the existing system, with 51% (\$5.5 billion) programmed for next-generation transit network projects. While TIP investments to create healthy and safe streets approximately mirror those in *Plan Bay Area 2050* at 3% (\$370 million), projects that specifically target climate emissions account for less than 1% (\$36 million).

In comparing these investments side-by-side, it is important to keep in mind that while the plan includes the universe of revenues reasonably expected to be available to implement its planned transportation projects, programs, and strategies, the TIP is much more focused on projects with federal funding. As a result, the TIP ends up being more heavily weighted toward large capital projects, such as transit and highway improvements that are more likely to require federal funding or federal actions. The vast majority of funds that go to operate, maintain, and manage the region's existing transportation system, a top priority of the long-range plan, are not typically captured in the projects programmed in the TIP.

A brief discussion of the primary investment categories from *Plan Bay Area 2050* and the more specific near-term funding strategies in the 2023 TIP follows. Detailed discussions of these



investment decisions from *Plan Bay Area 2050* can be found in Appendix A-48. Additional information on the financial constraint of the 2023 TIP is provided on page 50 of this section and in Appendix A-61.

Maintain and Optimize the Existing System

This strategic theme includes rehabilitation and replacement of transit vehicles and facilities as well as the upkeep, operational improvement, and targeted expansion of highways and local roadways. It also includes the operation of the transit system.

- **Major investments:** Some of the most significant projects that the region is currently undertaking to ensure adequate maintenance of existing transportation systems are: the regional toll bridge retrofit/rehabilitation programs; the State Highway Operation and Protection Program (SHOPP); the 7th Street Grade Separation East project near the Port of Oakland; and BART's Railcar Procurement Program. For the full list of major projects in the TIP (projects with total costs over \$200 million), including grouped listings, see the lists and map on pages 22 through 27 of this section.
- **Roadway Performance:** Plan Bay Area includes various strategies to effectively manage the region's highways. This includes programs that employ intersection and interchange improvements, technological advancements, and transportation demand management (TDM) to reduce congestion and delay. During the four-year 2023 TIP period, the region has programmed over \$1.1 billion, or 11%, to such projects, including: interchange reconfiguration projects; and regional operations programs such as the 511 program, regional rideshare, transportation marketing, freeway operations and incident management, and regional signal timing programs.
- **Local Streets and Roads:** Approximately \$416 million, or 4%, of the 2023 TIP is programmed on the preservation and rehabilitation of local streets and roads. Much of the revenue for streets and roads rehabilitation comes from gas tax subventions, which are typically not included in the TIP.

In terms of federal funding, local streets and roads preservation is eligible for Surface Transportation Block Grant Program (STP) funding through the region's One Bay Area Grant (OBAG) program. In the second cycle of OBAG funding (OBAG 2), which covers FY 2017-18 through FY 2021-22, approximately 33% of the available funds were committed to local streets and roads rehabilitation projects. As of July 2022, MTC is in the process of selecting projects for the next round of the OBAG program (OBAG 3).



As part of OBAG, jurisdictions are required to have complete streets policies in place either through a board resolution or a general plan that complies with the California Complete Streets Act of 2008 to ensure that the needs of non-motorists are considered during project development. For more information on the OBAG program, see Appendices A-17 and A-18, or the MTC website at: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>

- **Transit Capital Maintenance:** To address transit capital maintenance needs, *Plan Bay Area 2050* investments will be able to fully address the operating needs for transit at current service levels as well as fund 100 percent of vehicle replacements and most other essential transit capital rehabilitation and maintenance needs over the Plan period. As noted in prior TIPs, an assessment of projected needs and revenues for MTC's Transit Capital Priorities (TCP) Program demonstrates that if programming for transit capital replacement and rehabilitation projects, including projects funded through the Core Capacity Challenge Grant Program, is constrained to match projected Federal Transit Administration formula funds from FY 2014-15 through FY 2029-30, needs in the middle of this period will exceed revenues, when expenditures on major vehicle replacement projects for BART, Caltrain, and SFMTA, and other Core Capacity projects peak. Delays in the production and acceptance of new BART cars have pushed back the need for financing, instead allowing MTC to program FTA funds directly to the BART Car Replacement project on a pay-go basis for the past several years. BART has recently resumed the acceptance of new cars from the manufacturer, and the large swell in project cash flow needs is now anticipated to take place in calendar years 2022 through 2024.

The recently passed federal transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), provided a significant increase in the FTA formula funds the region uses to maintain the transit system. Currently, more than \$862 million, or 8%, is programmed for transit capital maintenance in the 2023 TIP. Since the TCP program of projects has only been approved for two of the active years of the 2023 TIP, this amount is anticipated to increase as additional transit as specific programs and financing strategies are adopted by the Commission and amended into the TIP.

- **Transit Operations:** While *Plan Bay Area 2050* funds all of the region's transit operating needs, much of this funding comes from state, regional and local sources that are not



typically included in the TIP. As such, transit operations only make up about 1% of funding in the 2023 TIP (\$114 million).

- **Roadway Expansion:** *Plan Bay Area 2050* also recognizes that limited widening and extensions of the road network can lead to short-term congestion reductions. To help achieve these short-term goals, the 2023 TIP invests approximately \$366 million, or 3% of funding in the 2023 TIP, in roadway expansions.

Create Healthy and Safe Streets

This strategic theme includes improvements and upgrades that encourage travelers to adopt alternate modes of transportation and improve the safety of the region's roadways for all travelers. While *Plan Bay Area 2050* includes policy changes and lower speed limits on roadways as a means for achieving safety goals, as mentioned above, the TIP tends to be more focused on infrastructure projects.

- **Major Investments:** The Alameda County Complete Streets Improvement Program, East Oakland Neighborhood Bike Routes, and Santa Rosa's Highway 101 Bicycle and Pedestrian Overcrossing projects represent three of the largest modernization projects in the 2023 TIP.
- **Bicycle and Pedestrian Improvements:** Investments in the 2023 TIP reflect the emphasis placed on Complete Streets implementation in this category. Over \$330 million, or 3% of TIP investments is directed to bicycle and pedestrian improvements.

Build a Next-Generation Transit Network

This strategic theme focuses on improvements that move travelers around the region without single occupancy vehicles (SOVs). The core of this investment category is the expansion and improvement of the regional rail network due to its ability to move large numbers of passengers every day. However, *Plan Bay Area 2050* also recognizes that travelers need to be able to get to core network for it to be effective and, as such, invests a significant amount of funding to improve the local transit systems that move riders from their destinations to the rail network. Finally, this theme includes the use of express buses operating on the regional express lane network to complement the other modes of transit.

- **Major Investments:** BART to Silicon Valley Phase II, the extension of BART service from Berryessa to San Jose, is by far the most significant investment in the 2023 TIP and represents over 35% of all funding in the four years of the TIP (\$3.9 billion). Other large



projects under this theme include the extension of Caltrain to downtown San Francisco and the building of express lanes along US-101 in Santa Clara County.

- **Transit Expansion:** Aside from the major rail extensions mentioned above, the 2023 TIP includes many smaller expansions of the transit system. Approximately \$5.3 billion, or 48% of TIP investments are dedicated to transit expansion projects in this theme. In the past, many major transit expansions in the TIP were part of MTC’s “Regional Transit Expansion Program” (MTC Resolution No. 3434), which represents the region’s consensus agreement on Bay Area transit expansion priorities (see Appendix A-10). However, MTC is now in the process of developing the Transit Oriented Communities (TOC) Policy and Major Project Advancement Policy (MAP) to guide future decisions.

Reduce Climate Emissions

The final strategic theme from *Plan Bay Area 2050* that directs investments to projects in the 2023 TIP aims to directly reduce greenhouse gas (GHG) emissions by encouraging people to choose modes of travel other than driving alone. These include programs such as county Safe Routes to School programs that encourage kids to walk or bike to school, and the Bay Area Commuter Benefits Program that works with employers to shift the travel behaviors of their workers. This theme also includes capital improvements that make it easier for riders to connect to transit, such as the various Mobility Hub projects being implemented in transit rich areas around the region. Together, these improvements in this theme total approximately \$36 million, or less than 1% of investments in the 2023 TIP.

TIP Investment Analysis

As a part of the development of the TIP, MTC completes an analysis of TIP investments specifically focused on the Bay Area’s disadvantaged populations. The 2023 TIP Investment Analysis is included as Appendix A-3.

The results of the population use-based analysis indicate that overall, the investments in the 2023 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households, racial or ethnic minorities, and seniors.

- The share of investments supporting overall low-income trips (20%) and trips made by minority populations (64%) exceeds the share of trips made by each group (19% and 62%, respectively).
- The share of investments supporting overall travel distance by low-income populations (16%) and minority populations (64%) also slightly exceeds the share of overall distance travelled by each group (14% and 62%, respectively).



- The share of investments supporting trips (16%) and travel distance (17%) made by seniors is slightly under, but still roughly equivalent, to their relative share of each measure (18% and 17%, respectively).

There are a few variances worth noting in the population used-based analysis and disparate impact analysis, specifically related to transit.

- The share of transit investments that support trips made by passengers in low-income households (31%) falls somewhat short of these passengers' relative share of the transit trips taken (44%).

It is important to note, however, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2023 TIP only reflects about 13% of average annual transportation spending in the Bay Area.

Since the equity analysis of the Plan includes more projects and programs than just those that are federally focused and transportation funding is captured from more years, it is not disproportionately influenced by the types of projects described above.

TIP Performance Analysis

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. To incorporate the federal performance requirements into the Transportation Improvement Program (TIP), MTC is required to show (1) that the TIP "makes progress towards achieving [the region's] performance targets" and (2) that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets." A discussion of the status of these performance measures as well as an assessment of the anticipated effects of TIP investments is included as Appendix A-4.

Projects in the Draft 2023 TIP Over \$200 Million

(\$ in millions)

TIP ID	County	Sponsor	Project Name	Mapping Label (Page S1-35)	Total Project Cost (all years)	Project Cost within the 2023 TIP Period
BRT030001	Santa Clara	VTA	BART to Silicon Valley Phase II	1	\$7,348	\$3,888
SF-050002	San Francisco	TBJPA	Caltrain - San Francisco Downtown Extension	2	\$3,940	\$745
REG170017	Multi-County	BART	BART - Transbay Core Capacity Improvements	3	\$3,511	\$174
REG090037	Multi-County	BART	BART - Railcar Procurement Program	4	\$2,728	\$219
SF-010028 SM-190002	Multi-County	Caltrain	Caltrain Electrification and Expansion Vehicle Procurement	5	\$2,646	\$41
REG170023	Multi-County	MTC	MTC - Financing Repayment for Transit Capital Priorities	A	\$1,538	\$0
REG130002	Multi-County	MTC	BATA - Toll Bridge Rehabilitation Program	6	\$1,206	\$167
SF-090012	San Francisco	SFMTA	SFMTA - Additional Light Rail Vehicles	B	\$1,127	\$17
SF-190011	San Francisco	SF County TA	US-101 - Doyle Drive Availability Payments	7	\$1,115	\$85
MRN050018	Multi-County	GGBHTD	Golden Gate Bridge - Seismic Retrofit	8	\$1,034	\$51
ALA230005	Alameda	BART	BART - Hayward Fleet Maintenance Facilities	9	\$910	\$10
REG050020	Multi-County	BART	BART - Preventive Maintenance	10	\$674	\$0
SOL070020	Solano	STA	I-80/I-680/SR-12 - Interchange Improvements	11	\$661	\$0
CC-170017	Contra Costa	CCTA	I-680 - Central Contra Costa County Express Lanes	12	\$560	\$0
SCL110002	Santa Clara	VTA	US-101 - Santa Clara County Express Lanes	13	\$509	\$47
ALA150008	Alameda	ACTC	East Bay Greenway Phase 2	14	\$502	\$0
ALA170009	Alameda	ACTC	I-680 Express Lanes Gap Closure: SR-84 to Alcosta	15	\$479	\$17
SCL050009	Santa Clara	VTA	VTA - Capital Expressway Light Rail Extension to Eastridge Phase II	16	\$449	\$248



TIP ID	County	Sponsor	Project Name	Mapping Label (Page S1-35)	Total Project Cost (all years)	Project Cost within the 2023 TIP Period
ALA170001	Alameda	Fremont	SR-262 (Mission Blvd) Cross Connector	17	\$445	\$6
SCL050001	Santa Clara	VTA	VTA - Standard and Small Bus Replacement	C	\$440	\$55
SF-110006	San Francisco	SF DPW	SF - Hunters Point Shipyard and Candlestick Point Transportation Improvements	18	\$421	\$0
SF-130001	San Francisco	SF DPW	SF- Better Market Street Transportation Elements	19	\$415	\$0
VAR210004	Solano and Sonoma	MTC	SR-37 Interim Congestion Relief Improvements from Sears Point to Mare Island	20	\$415	\$5
CC-010023	Contra Costa	CCTA	I-680/SR-4 Interchange Reconstruction	21	\$385	\$17
BRT97100B	Multi-County	BART	BART - Rail, Way and Structures Program	22	\$384	\$65
ALA170085	Alameda	ACTC	Oakland - 7th Street Grade Separation East	23	\$372	\$232
SON070004	Sonoma	Son Co TA	US-101 - Marin-Sonoma Narrows HOV Lane (Sonoma)	24	\$349	\$0
SF-070027	San Francisco	SF County TA	SF - Yerba Buena Island (YBI) Ramp Improvements	25	\$333	\$24
SM-210004	San Mateo	Burlingame	Burlingame - Broadway Caltrain Grade Separation	26	\$327	\$0
BRT030004	Multi-County	BART	BART - Train Control Renovation	27	\$315	\$38
ALA210023	Alameda	Oakland	West Oakland Howard Terminal Downtown Connectivity	28	\$314	\$2
SM-190009	San Mateo	CCAG	US-101 Managed Lanes from I-380 to San Francisco County Line	29	\$314	\$34
ALA170086	Alameda	ACTC	Oakland - 7th Street Grade Separation West	30	\$311	\$2
ALA978004	Alameda	Union City	Fremont & Union City - East-West Connector: Decoto and Quarry Lakes Parkway	31	\$308	\$112
SF-95037B	San Francisco	SFMTA	SFMTA - Rail Replacement Program	D	\$303	\$2



TIP ID	County	Sponsor	Project Name	Mapping Label (Page S1-35)	Total Project Cost (all years)	Project Cost within the 2023 TIP Period
SM-050027	San Mateo	Redwood City	US-101/Woodside - Interchange Improvements	32	\$302	\$59
ALA170008	Alameda	ACTC	I-580/I-680 Interchange - Widening for Managed Lanes	33	\$300	\$0
SF-070004	San Francisco	SFMTA	SFMTA - Geary Bus Rapid Transit	34	\$300	\$0
BRT030005	Multi-County	BART	BART - Traction Power System Renovation	35	\$279	\$38
SCL090040	Santa Clara	VTA	VTA - Light Rail Extension to Vasona Junction and Double Tracking	36	\$256	\$0
REG170022	Multi-County	MTC	MTC - Clipper® 2.0 Fare Payment System	E	\$249	\$31
SM-03006B	Multi-County	Caltrain	Caltrain - Systemwide Track and Structure Rehabilitation	37	\$244	\$29
SCL190007	Santa Clara	VTA	US-101/Zanker/Skyport/North 4th Street - Interchange Improvements	38	\$242	\$13
SCL090030	Santa Clara	VTA	SR-85 Express Lanes	39	\$237	\$0
ALA230004	Alameda	Fremont	Fremont - Irvington BART Station	40	\$230	\$101
SCL150014	Santa Clara	VTA	I-280/Winchester - Interchange Improvements	41	\$229	\$18
MRN050019	Multi-County	GGBHTD	Golden Gate Bridge - Suicide Deterrent System	42	\$226	\$66
SF-050024	San Francisco	SFMTA	SFMTA - Train Control & Trolley Signal Rehabilitation/Replacement	F	\$224	\$30
ALA170010	Alameda	ACTC	I-880 - Hacienda to Hegenberger Northbound HOV/Express Lanes	43	\$221	\$0
REG130001	Multi-County	MTC	BATA Toll Bridge Maintenance	44	\$219	\$84
SF-970170	San Francisco	SFMTA	SFMTA - Overhead Line Rehabilitation and Traction Power Program	G	\$218	\$3



Grouped Listings in the Draft 2023 TIP Over \$200 Million

(\$ in millions)

TIP ID	County	Sponsor	Project Name	Total Project Cost (all years)	Project Cost within 2023 TIP Period
VAR170006	Multi-County	Caltrans	GL: Pavement Resurfacing/ Rehabilitation - SHOPP Roadway Preservation	\$1,946	\$863
VAR170010	Multi-County	Caltrans	GL: Bridge Rehabilitation and Reconstruction - SHOPP	\$1,588	\$512
VAR170007	Multi-County	Caltrans	GL: Safety Improvements - SHOPP Collision Reduction	\$1,021	\$163
VAR170008	Multi-County	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	\$941	\$72
VAR170012	Multi-County	Caltrans	GL: Bridge Rehabilitation/ Reconstruction - Local Highway Bridge Program	\$828	\$121
VAR170005	Multi-County	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	\$492	\$284
VAR170009	Multi-County	Caltrans	GL: Safety Improvements - SHOPP Mandates Program	\$333	\$107



Projects in the Draft 2023 TIP with Costs Greater than \$200 Million

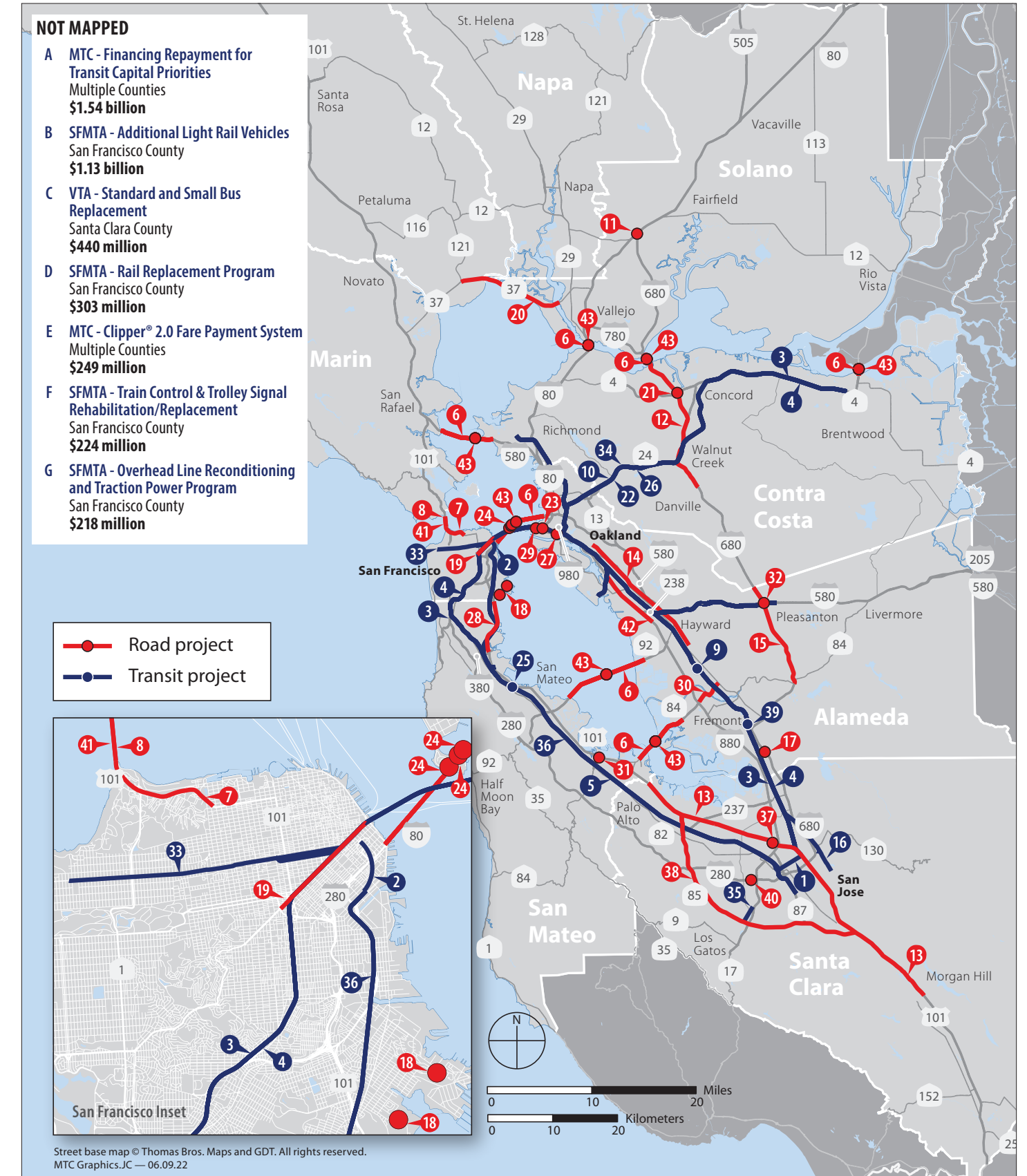
- 1 **BART to Silicon Valley Phase II**
Santa Clara County
\$7.35 billion
- 2 **Caltrain - San Francisco Downtown Extension**
San Francisco County
\$3.94 billion
- 3 **BART - Transbay Core Capacity Improvements**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$3.51 billion
- 4 **BART - Railcar Procurement Program**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$2.73 billion
- 5 **Caltrain - Electrification and Expansion Vehicle Procurement**
San Francisco, San Mateo and Santa Clara Counties
\$2.65 billion
- 6 **BATA - Toll Bridge Rehabilitation Program**
Multiple Counties
\$1.2 billion
- 7 **US-101 - Doyle Drive Availability Payments**
San Francisco County
\$1.12 billion
- 8 **Golden Gate Bridge - Seismic Retrofit**
Marin and San Francisco Counties
\$1.03 billion
- 9 **BART - Hayward Fleet Maintenance Facilities**
Alameda
\$910 million
- 10 **BART - Preventive Maintenance**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$674 million
- 11 **I-80/I-680/SR-12 - Interchange Improvements**
Solano County
\$661 million
- 12 **I-680 - Central Contra Costa County Express Lanes**
Contra Costa County
\$560 million
- 13 **US-101 - Santa Clara County Express Lanes**
Santa Clara County
\$509 million
- 14 **East Bay Greenway Phase 2**
Alameda County
\$502 million
- 15 **I-680 Express Lane Gap Closure: SR-84 to Alcosta**
Alameda County
\$479 million
- 16 **VTA - Capitol Expressway Light Rail Extension to Eastridge Phase II**
Santa Clara County
\$449 million
- 17 **SR-262 (Mission Blvd) Cross Connector**
Alameda County
\$445 million
- 18 **SF - Hunters Point Shipyard and Candlestick Point Transportation Improvements**
San Francisco County
\$421 million
- 19 **SF - Better Market Street Transportation Elements**
San Francisco County
\$415 million
- 20 **SR-37 Interim Congestion Relief Improvements from Sears Point to Mare Island**
Solano and Sonoma Counties
\$415 million
- 21 **I-680/SR-4 Interchange Reconstruction**
Contra Costa County
\$385 million
- 22 **BART - Rail, Way and Structures Program**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$384 million
- 23 **Oakland - 7th Street Grade Separation - East**
Alameda County
\$372 million
- 24 **SF - Yerba Buena Island (YBI) Ramp Improvements**
San Francisco County
\$333 million
- 25 **Burlingame - Broadway Caltrain Grade Separation**
San Mateo County
\$327 million
- 26 **BART - Train Control Renovation**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$315 million
- 27 **West Oakland Howard Terminal Downtown Connectivity**
Alameda County
\$314 million
- 28 **US-101 Managed Lanes from I-380 to San Francisco County Line**
San Mateo County
\$314 million
- 29 **Oakland - 7th Street Grade Separation - West**
Alameda County
\$311 million
- 30 **Fremont & Union City - East-West Connector: Decoto and Quarry Lakes Parkway**
Alameda County
\$308 million
- 31 **US-101/Woodside - Interchange Improvements**
San Mateo County
\$302 million
- 32 **I-580/I-680 Interchange - Widening for Managed Lanes**
Alameda County
\$300 million

- 33 **SFMTA - Geary Bus Rapid Transit**
San Francisco County
\$300 million
- 34 **BART - Traction Power System Renovation**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$279 million
- 35 **VTA - Light Rail Extension to Vasona Junction and Double Tracking**
Santa Clara County
\$256 million
- 36 **Caltrain - Systemwide Track and Structure Rehabilitation**
San Francisco, San Mateo and Santa Clara Counties
\$244 million
- 37 **US-101/Zanker/Skyport/North 4th Street - Interchange Improvements**
Santa Clara County
\$242 million
- 38 **SR-85 Express Lanes**
Santa Clara County
\$237 million
- 39 **Fremont - Irvington BART Station**
Alameda County
\$230 million
- 40 **I-280/Winchester - Interchange Improvements**
Santa Clara County
\$229 million
- 41 **Golden Gate Bridge - Suicide Deterrent System**
Marin and San Francisco Counties
\$226 million
- 42 **I-880 - Hacienda to Hegenberger Northbound HOV/Express Lanes**
Alameda County
\$221 million
- 43 **BATA Toll Bridge Maintenance**
Multiple Counties
\$219 million

RED Road Project
BLUE Transit Project

NOTE: Excludes projects with no funding programmed after 2022.

Projects in the Draft 2023 TIP with Costs Greater than \$200 Million



PROJECT SELECTION AND PROGRAMMING

How are TIP projects selected and programmed?

Project Selection Processes

The process by which a project is selected for federal, state, and regional funding depends on the type of project and the specific fund source being sought. Below is a list of some of MTC's major program-specific processes and resolutions. The full listing of project selection and programming resolutions are available as appendices to this document (Appendices A-17 through A-43) and are also available on the MTC website at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>

- Coordinated Public Transit-Human Services Transportation Plan, Resolution No. 4310
- Regional Transit Expansion Program, Resolution No. 3434
- 2022 Regional Transportation Improvement Program (RTIP), Resolution No. 4488
- One Bay Area Grant 2 (OBAG 2), Resolution No. 4202
- One Bay Area Grant 3 (OBAG 3), Resolution No. 4505
- Active Transportation Program (ATP), Regional Program, Cycles 5 and 6, Resolution Nos. 4403 and 4487
- Transit Capital Priorities (TCP) for Fiscal Years Starting FY 2020-21 (FTA Sections 5307, 5337, and 5339), Resolution Nos. 4444 and 4510
- Lifeline Transportation Program, FY2018-19 and FY2019-20, Resolution Nos. 4416 and 4446
- FTA Rural Area Formula for FY2018-19 and FY2019-20 (Section 5311), Resolution Nos. 4036 and 4511
- Transit Core Capacity Challenge Grant for FY2014-15 through FY2029-30, Resolution No. 4123

TIP Programming

Once selected for funding, a project is eligible for inclusion in the TIP. As a result, the TIP is a compilation of projects that have typically already been reviewed and acted upon by MTC and sponsoring agencies. Many projects in the TIP have been carried forward from previous iterations of the TIP, reflecting project selection or programming actions by the Commission from prior years.



In addition to the projects selected and programmed by MTC, the TIP also includes Toll Bridge projects and regionally significant local projects approved and funded by transportation agency partners and/or referenda. Examples here include the voter approved toll increase in the Bay Area, Regional Measure 2, and county sales tax measures.

The constrained TIP also includes available State funds, such as those available through the State Transportation Improvement Program (STIP) and the Road Repair and Accountability Act of 2017 (SB1), utilizing the latest funding actions by the State.

Projects selected for these regional and State funds are typically selected for funding through their respective programs by the appropriate governing bodies and then amended into the TIP by MTC.

Fund Management

Federal regulations stipulate that federal funds must be programmed in the TIP up to the apportionment level for that fiscal year for that fund source. The funds must be programmed within the fiscal year in which the funds are to be authorized/obligated/transferred by the Federal Highway Administration (FHWA), obligated by the Federal Transit Administration (FTA), or awarded in an FTA grant. This ensures the overall management of federal Obligation Authority (OA) within the TIP and ensures that OA is available for projects that are programmed in a particular fiscal year.

As a result, MTC requires that projects selected for federal funding demonstrate the ability to use the funds within the established federal, state, and regional funding deadlines. This criterion is used by MTC both for selecting projects for funding and for programming funding in a particular year of the TIP.

TIP Period

The TIP covers a four year period. For the 2023 TIP, the period covered is Federal Fiscal Years 2022-23 through 2025-26. Previously expended funds (shown as 'prior') and funds estimated to be available in future years are included for informational purposes and to display total project cost. All projects included in the TIP must show the total project cost escalated to the year of expenditure. Projects may be revised as cost estimates are refined and they proceed through the environmental process.

Expedited Project Selection Process

Federal regulations allow for the movement of projects within the period of the TIP and FSTIP subject to procedures agreed to by partnering agencies, including the State and transit



operators within the region (23 CFR Part 450.332). MTC developed such a process, in consultation with the region's transportation partners, to permit the movement of projects in the first four years of the TIP:

- All movements must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the planned delivery of other projects in the regional programs, and must not affect the conformity finding of the TIP.
- For regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and other funds administered by the Federal Highways Administration (FHWA), MTC has developed a project funding delivery policy through extensive consultations with its regional transportation partners including the Bay Area transit operators, county transportation agencies (CTAs), counties, FHWA, FTA, and Caltrans. The Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) details how project funding deadlines and fund management requirements are enforced and how projects may be moved within the time period of the adopted TIP. The policy satisfies the requirement of the expedited project selection procedures as stated in 23 CFR 450.332. The project funding delivery policy is also embedded in the TIP revision procedures, adopted along with the 2023 TIP. Although a TIP revision is not required at the time a project is moved, a revision may be processed following each federal fiscal year to reconcile the TIP for financial constraint purposes.
- For projects within the State Transportation Improvement Program (STIP) and Active Transportation Program (ATP), MTC will move projects subject to amendment or allocation approval by the California Transportation Commission (CTC). Caltrans may move projects in the State Minor Program and State Highway Operation Protection Program (SHOPP) document within the TIP/FSTIP period without revising the TIP, with notification to MTC.
- Caltrans Division of Local Assistance has implemented a project selection process for the local Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), the Safe Routes to School (SRTS), and other State-administered Local Assistance programs to produce the TIP listing of projects. This process was developed in cooperation with the implementing agencies, FHWA, the MPOs, Local Highway Bridge Advisory Committee, and HSIP Advisory Committee. Caltrans, MTC, and the implementing agencies agree that



the Caltrans Division of Local Assistance may move projects within the HBP, HSIP, and other State-administered Local Assistance programs within the TIP/FSTIP period without revising the TIP, with notification to MTC.

- For FTA administered funds, projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.
- Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request Advance Construction Authorization (ACA) from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until OA and apportionment becomes available. In accordance with the Regional Project Funding Delivery Policy (MTC Resolution No, 3606, revised), projects using ACA or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of Obligation Authority is limited.

PROJECT DELIVERY

What happens after a project is programmed in the TIP?

After a project is programmed in the TIP, the project sponsor may proceed with delivering the project. An important component of project delivery is obligation, or receiving federal authorization to draw down the funds included in the project's TIP listing.

Annual Listing of Obligated Projects

Detailed information about project delivery is available through the annual listing of obligated projects, a federally required document that MTC publishes each year. The listing shows all federal funds that were obligated on projects in the previous fiscal year. Fund obligations are a measure of progress in terms of project implementation or construction.

Project Obligation

When a project sponsor is ready to start spending money on a project or project phase, a request is sent from Caltrans to the Federal Department of Transportation requesting verification that the programmed funds are available for reimbursement. This verification of fund availability "obligates" the funds for use as soon as expenditures occur.

However, projects for which funds have been obligated are not necessarily initiated or completed in that program year. In addition, the amount of the obligation will not necessarily



equal the total cost of that project or project phase. The total cost could also include matching funds or multiple phases. Negative obligations are also possible when unused funds are credited back.

The annual listing also provides public awareness of government spending on transportation projects. The list for the previous federal fiscal year is included in Appendix A-46.

The annual listing may be viewed online at:

<https://mtc.ca.gov/funding/federal-funding/project-delivery>

FHWA Funding Project Delivery

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, MTC has established funding deadlines for certain FHWA-administered funding, including STP and CMAQ funds. The region's Project Funding-Delivery Policy (MTC Resolution No. 3606, revised) establishes a standard policy for enforcing project funding deadlines and project substitutions for FHWA-administered funds. Projects selected to receive federal funds must have a demonstrated ability to use the funds within the established regional, state, and federal funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

Recipients of FHWA-administered funding will also need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to confirm the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds that they manage, and, if requested, participate in one or more consultation meetings with the county CTA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines,



and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

MTC staff actively monitors and reports the obligation status of projects to the Bay Area Partnership. The Partnership working groups monitor project delivery issues as they arise and make recommendations as necessary. Specific provisions of the Regional Project Funding-Delivery Policy are contained within MTC Resolution No. 3606, revised, which is included as Appendix A-44 and is also available on the MTC website at:

<https://mtc.ca.gov/funding/federal-funding/project-delivery>

PUBLIC & INTERAGENCY INVOLVEMENT

How are the public, project sponsors, stakeholders, and partner agencies involved in the TIP?

MTC is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. Because all projects included in the TIP are consistent with the region's long-range transportation plan, MTC's extensive public outreach for development of the plan is reflected in the TIP as well. Additionally, the process for updating and revising the TIP is directed by procedures contained in the MTC Public Participation Plan (PPP). The PPP is included in Appendix A-6. and also available at:

<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>

Outreach Efforts

For the TIP update process, the PPP stipulates that the draft TIP must be released for a 30 day public review and comment period. As part of the public review process, the draft document is made available for review online, at major libraries throughout the Bay Area upon request, and submitted for intergovernmental review via the Association of Bay Area Government's Regional Clearinghouse, which notifies all local agencies in the Bay Area and receives their comments. Notices are also sent to an extensive list of interested parties including transportation agencies, other state, federal and tribal agencies, and other transportation interests. During the public comment period, the draft TIP and draft air quality conformity determination are presented at a standing committee meeting.

After the public comment period, MTC's responses to significant comments are compiled and included as an appendix to the final draft TIP. The final draft TIP is then presented to a standing committee of the Commission and forwarded to the full Commission for adoption. Once adopted, the TIP is sent to the Caltrans Office of Federal Programs for inclusion into the



California Federal Statewide Transportation Improvement Program (FSTIP), or Statewide TIP, and forwarded to FHWA and the FTA for final federal approval.

Additional public outreach for the TIP is described below.

- MTC publishes a Guide to the San Francisco Bay Area's TIP, which is targeted to the public. The objective of the guide is to better explain what the TIP is in the context of a larger planning and project development and funding process. Since the first edition in 2011, the guide has been posted on the MTC website and distributed to the public at various workshops including public hearings, town halls and other events. MTC also distributes the guide to state, local and federal resource agencies and Tribal Nations as part of our consultation on the development of the TIP. The guide is included as Appendix A-2 and is available on MTC's website at:
<https://mtc.ca.gov/funding/transportation-improvement-program-tip>
- As part of the development of the current plan, MTC, together with the Association of Bay Area Governments, hosted several public outreach meetings. These meetings included outreach materials specific to the TIP included maps of the largest TIP projects in each county, county spending by various project types, an overview to how the TIP fits into the overall transportation planning process, and information about the TIP development schedule.

FTA Requirements

Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of applicable funds must meet. MTC's PPP and public outreach for the TIP satisfy the public participation requirements for the POP for applicable funds, including, but not limited to, the FTA Section 5307 program. Public notices of public involvement activities and times established for public review and comment on the TIP state that they satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

Consistent with federal requirements, the 2023 TIP identifies projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans. The ADA



requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Federal regulations allow each rail system operator to designate certain stations as key stations and to make these readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. Most of the projects adopted in the key station plans have been implemented. Appendix A-52 lists some of the ongoing ADA implementation transit projects.

Interagency Consultation Process

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

This interagency consultation process includes:

- Project sponsors including Caltrans, local jurisdictions, county CTAs, and transit operators. These agencies review and consult with MTC on each of their respective projects in the TIP. Furthermore, through the Bay Area Partnership, these agencies are involved every step of the way in the establishment of MTC programs and the selection of project criteria and delivery of transportation projects contained in the TIP.
- Central to developing the TIP is MTC's process for deciding how to invest discretionary federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian facilities. To develop a plan for spending funds for the federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC works closely with local partner agencies and its citizen-based Policy Advisory Council to develop regional priorities. The priorities stem from the long-range plan, *Plan Bay Area 2050*.
- MTC and other regional agency staff meet periodically with the Tribal Nations in the region to consult with them on the development of the regional long-range transportation plan and related programming processes. For the development of the current plan, *Plan Bay Area 2050*, a Tribal Government Summit was held on December 12, 2019 to discuss respective MTC and tribal roles in the development of transportation plans and programs in the Bay Area.



- Consultations on air quality issues occur through the Air Quality Conformity Task Force (including the Bay Area Air Quality Management District as well as representatives of the Environmental Protection Agency, California Air Resources Board, Federal Highway Administration and Federal Transit Administration and state and local transportation agencies) which reviews updates to the TIP and its air quality conformity analysis.
- Notices on the draft TIP updates are mailed out along with instructions on how to access and comment on the TIP. The mailing roster targets agencies involved in the preparation of the region's long-range plan, including Tribal Governments. Additionally, state agencies and local agencies are consulted through the Inter-Governmental Review process (Association of Bay Area Government's Area-wide Clearinghouse).

MTC's compliance with the California Environmental Quality Act (CEQA) for the regional long-range transportation plan also serves as the framework to consult, as appropriate, with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation.

TIP REVISIONS

What happens after the TIP is adopted?

Revising the TIP

Once a TIP is adopted, revisions are made on a frequent and routine basis to accommodate changes to project scopes and funding. Revisions to the TIP may occur as amendments, administrative modifications, or technical corrections. Each type of revision follows a different set of implementation procedures. Administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. MTC's Public Participation Plan, located in Appendix A-6, outlines the public involvement efforts required for various types of TIP revisions. The MTC TIP Revision Process and Procedures document is included in Appendix A-54 and also available on the MTC website at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

MTC staff also has the authority to make technical corrections to the TIP, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to



forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

MTC processes TIP revisions when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP. All changes must be consistent with the regional transportation plan.

TIP Update

A TIP update is a complete update of the existing TIP to reflect new or revised transportation investment strategies and priorities. Given the dynamic nature of the TIP, with frequent project additions and amendments throughout the year, the TIP update process largely consists of moving projects already programmed in the existing TIP into the next four-year period, re-demonstrating the program is constrained to estimated revenues, and re-demonstrating air quality conformity.

Federal regulations require that the TIP be updated at least once every four years. However, state statute requires all MPOs in California to update their TIPs on the same schedule, every two years.

FINANCIAL CONSTRAINT

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. Financial constraint must be demonstrated by program and by year for the four active years of the TIP. As an air quality non-attainment area, MTC may only program projects with committed funds in the first two years of the TIP.

Fiscal Constraint of the 2023 TIP

MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the 2023 TIP (FY 2022-23 through FY 2025-26) and has found the programming of the 2023 TIP to be financially constrained by program and by year. For a full accounting of all funds included in the 2023 TIP, refer to the 2023 TIP Fiscal Constraint Analysis in Appendix A-61.

MTC re-demonstrates fiscal constraint with every amendment to the TIP. In addition, MTC continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the TIP project listing. Any significant changes are reviewed by MTC and its transportation partners, and, if needed, MTC will take appropriate actions, such as a TIP revision, to maintain the financial constraint of the TIP.



System Preservation, Operations and Maintenance Costs

In addition to the funds programmed to the projects in the TIP, fiscal constraint requirements also encompass the estimated costs of preserving, maintaining, and operating the region's transportation system as a whole. The bulk of these funds are not captured by the projects programmed in the TIP, which tend to be large, federally-funded capital projects. The framework of both MTC's current long-range plan and the 2023 TIP meet this requirement.

Below are key programs in the TIP which address system preservation, operation, and maintenance of the transportation system:

- **State Highways:** The State Highway Operation and Protection Program (SHOPP) is a program of projects administered by Caltrans to manage, preserve, and improve the existing State highway system. Caltrans develops a ten-year SHOPP plan that identifies the needs for rehabilitation and reconstruction of all state highways and bridges over a ten-year period. SHOPP projects fall into six major categories: Collision Reduction, Bridge Preservation, Roadway Preservation, Roadside Preservation, Mobility Improvement, and Major Disaster Restoration. Projects are approved for inclusion in the SHOPP on a statewide competitive basis, initiated by the Caltrans District Offices, with safety projects as the highest priority.
- **Local Streets and Roads:** Preservation costs for San Francisco Bay Area local roadway infrastructure (pavement, non-pavement and locally-owned bridges) are determined using a process that incorporates pavement management programs and analysis completed by jurisdictions. The information on local street and road needs feeds into the Regional Transportation Plan needs assessment and is a basis for making funds available for streets and roads preservation projects, which are programmed in the TIP. Refer to Appendix A-57 for more detailed information and Streets and Roads needs and analysis.
- **Transit Operations and Rehabilitation:** The TIP includes Financial Capacity Assessments for public transit agencies in the region, which assess the financial state of these operators and initiatives being undertaken to maintain the existing capital plan and service operations. The assessments are included in Section 2 of the TIP document.

FUND SOURCES PROGRAMMED IN THE TIP

What are the primary federal, state and local fund sources included in the TIP?

The TIP includes transportation funding from a wide variety of sources. The following is a description of the primary fund sources and their availability within the four years of the 2023 TIP. All dollar amounts are shown in thousands.

Federal Transit Administration (FTA) Programs

Section 5307 Urbanized Area Formula

FTA Section 5307 funds are apportioned to urbanized areas by FTA based on population and service factors for the five large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and population factors for the seven small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma. MTC prioritizes these funds for transit capital replacement projects such as revenue vehicles and fixed guideway; however, some funds are also used for transit operations, system enhancements and job access and reverse commute projects. MTC adopted a preliminary Section 5307 program of projects for FYs 2022-23 through FY 2024-25 in Spring 2022. MTC anticipates programming the remaining balances in Summer 2022, and the additional two years of IIJA funds in the next cycle.

Section 5307 Funding in the 2023 TIP (all funding in \$1,000s)

Sec. 5307	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$317,288	\$325,610	\$332,366	\$340,852	\$1,316,116
Programming	\$212,789	\$136,466	-	-	\$349,255
Balance	\$104,499	\$189,144	\$332,366	\$340,852	\$966,861

Section 5309 Bus and Bus Facilities

FTA Section 5309 Bus funds are used to fund bus and bus facility replacement, rehabilitation, expansion and enhancement projects. The program was replaced with the new Section 5339 Bus and Bus Facilities formula program by MAP-21 starting in FY 2012-13 (see below). Several projects in the TIP include Section 5309 Bus funds programmed in previous years. The FTA Section 5309 Bus program funds were usually awarded by FTA directly to transit operators and other agencies through FTA's State of Good Repair, Bus Livability and other competitive, discretionary programs. The funds were also distributed by Congress through discretionary earmarks.



Section 5309 Capital Investment Grants

The FTA Capital Investment Grants program is a nationally competitive program and is used to fund new and expanded fixed guideway systems including bus rapid transit systems. This program includes the New Starts, Small Starts and Core Capacity funding programs. Current recipients in the Bay Area include BART’s Transbay Corridor Core Capacity Program and Caltrain’s Peninsula Corridor Electrification Project.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

FTA Section 5310 funds are available to states or local government authorities, private non-profit organizations, or operators of public transportation for capital and operating projects that serve the specialized needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Caltrans is the designated recipient for the urbanized area funds in the MTC region and rural area funds statewide. MTC is responsible for ensuring eligibility of projects by certifying that they are included in the region’s Coordinated Public Transit–Human Services Transportation Plan (Coordinated Plan). The Bay Area’s Coordinated Plan was adopted in February 2018 and will be updated in 2023.

Section 5310 Funding in the 2023 TIP (all funding in \$1,000s)

Sec. 5310	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$5,300	\$5,300	\$5,300	\$5,300	\$21,200
Programming	-	-	-	-	-
Balance	\$5,300	\$5,300	\$5,300	\$5,300	\$21,200

Section 5311 Rural Area Program

FTA Section 5311 funds are available to transit operators that provide transportation services in rural areas. MTC develops the funding priorities for the Bay Area in conjunction with Caltrans who is the designated recipient and administers the funds. MTC programs the Bay Area’s regional apportionment to transit operators according to each operator’s rural area population and rural area route miles. Recipients are required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain existing transit services. Recipients may use funds for operations if they document that the funds are not needed to maintain or replace capital equipment. Currently, funds are programmed through FY 2022-23.



Section 5311 Funding in the 2023 TIP (all funding in \$1,000s)

Sec. 5311	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$2,366	\$2,413	\$2,462	\$2,511	\$9,752
Programming	\$2,366	-	-	-	\$2,366
Balance	-	\$2,413	\$2,462	\$2,511	\$7,386

Section 5337 State of Good Repair Program

FTA Section 5337 is a formula funding program for the replacement and rehabilitation of fixed guideway assets including railcars, ferry vessels, buses operating in HOV lanes, and related infrastructure. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. The funds are apportioned by FTA to the four large urbanized areas of San Francisco-Oakland, San Jose, Concord and Antioch based on service factors. MTC programs the Section 5337 funds using the same criteria and schedule as the FTA Section 5307 funds (see above).

Section 5337 Funding in the 2023 TIP (all funding in \$1,000s)

Sec. 5337	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$336,004	\$343,412	\$349,356	\$349,356	\$1,378,128
Programming	\$188,411	\$109,455	\$51,246	-	\$349,112
Balance	\$147,593	\$233,957	\$298,110	\$349,356	\$1,029,016

Section 5339 Bus and Bus Facilities Program

FTA Section 5339 is a formula funding program that replaced the Section 5309 Bus and Bus Facilities discretionary program (see above). Eligible uses of the funds include bus and bus facility replacement, rehabilitation, expansion, and enhancement projects. The funds are apportioned to the 12 Bay Area urbanized areas by FTA based on population and service factors. MTC programs the Section 5339 funds using the same criteria and schedule as the FTA Section 5307 funds (see above).

Section 5339 Funding in the 2023 TIP (all funding in \$1,000s)

Sec. 5339	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$14,694	\$15,272	\$15,742	\$16,331	\$62,039
Programming	\$4,714	\$3,932	-	-	\$8,646
Balance	\$9,980	\$11,340	\$15,742	\$16,331	\$53,393



Federal Highway Administration (FHWA) Programs

Surface Transportation Block Grant Program (STP)

Federal transportation legislation authorizes the State of California to distribute regional Surface Transportation Block Grant Program (STP) funds to areas within the State based on urbanized population shares. MTC directs the STP funds coming to the San Francisco Bay Area into a comprehensive and multi-modal program within the region. MTC, in cooperation with its transportation partners, developed a variety of regional and local programs through the One Bay Area Grant (OBAG) program. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. Programming levels are based on apportionments provided by Caltrans and the Federal Highway Administration (FHWA). STP apportionments for FY 2017-18 through FY 2021-22 are programmed through the OBAG 2 programming cycle. Apportionments for FY 2022-23 and FY 2023-24 will be programmed as part of the OBAG 3.

STP Funding in the 2023 TIP (all funding in \$1,000s)

STP	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$103,679	\$103,651	\$103,622	\$103,593	\$414,546
Programming	\$102,992	\$99,331	\$27,820	-	\$230,143
Balance	\$688	\$4,320	\$75,802	\$103,593	\$184,403

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Federal transportation legislation authorizes the State of California to spend Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in air basins that are not in compliance with federal air quality standards. California distributes CMAQ funds to the metropolitan planning organizations (MPOs) based on population and the severity of non-attainment of air quality standards in a particular air basin using various weighting factors. MTC directs the CMAQ funds coming to the San Francisco Bay Area into a comprehensive multi-modal program known as the One Bay Area Grant (OBAG) program. The CMAQ portion of OBAG program funds projects and programs that reduce mobile emissions and support Plan Bay Area's climate initiatives. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMs) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion



reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. The amounts available for programming were provided by Caltrans and the Federal Highway Administration (FHWA). CMAQ apportionments for FY 2017-18 through FY 2021-22 are programmed through the OBAG 2 programming cycle. Apportionments for FY 2022-23 and FY 2023-24 will be programmed as part of the OBAG 3.

CMAQ Funding in the 2023 TIP (all funding in \$1,000s)

CMAQ	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$71,909	\$71,887	\$71,865	\$71,842	\$287,504
Programming	\$70,464	\$48,079	-	-	\$118,543
Balance	\$1,446	\$23,808	\$71,865	\$71,842	\$168,961

Transportation Alternatives Program (TAP)

The State Legislature combined multiple federal and state bicycle and pedestrian fund programs, including the federal Transportation Alternatives Program (TAP), into a single program. The state’s Active Transportation Program (ATP) is described under the State, Regional, and Local programs, below.

National Highway Freight Program (NHFP)

The NHFP is a formula program supporting the efficient movement of freight on the National Highway Freight Network. In California, the funding is included in California’s Trade Corridor Enhancement Program – along with funding made available through Senate Bill 1. The state will consider adoption of the third cycle of TCEP projects in mid 2023, and the funding will be added to the 2023 TIP as appropriate.

Local Highway Bridge Program (HBP)

Eliminated as a stand-alone federal program under MAP-21, Caltrans has continued to implement the local highway bridge program using other federal funds. The intent of the program is to replace or rehabilitate public highway bridges that are structurally deficient. Caltrans manages the statewide program, evaluating candidate projects for eligibility requirements, and including the successful candidate projects in the financially constrained program lists that are forwarded to MPOs for inclusion into the TIP. HBP funded projects are often programmed into the TIP as a single group listing, rather than individual projects.



Local Highway Safety Improvement Program (HSIP)

The purpose of the local HSIP program is to achieve a significant reduction in fatalities and serious injuries on local roads. Caltrans manages the state's allocation of these funds, using crash reduction factors to identify candidate projects for funding. HSIP funded projects are often programmed into the TIP as a single group listing, rather than individual projects. Caltrans started using state funds rather than federal funds for this program in 2021, and therefore these local projects will no longer be required to be included in the TIP. Federal HSIP funds will be included in the State Highway Operations and Protection Program (SHOPP) in subsequent TIPs.

Federal Discretionary Programs

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The TIFIA program provides federal credit assistance in financing surface transportation projects of regional and national significance. Projects must cost at least \$50 million or 33.3% of a state's annual appropriation of federal-aid funds, whichever is less; Intelligent Transportation Systems (ITS) projects have a lower project cost requirement of \$15 million. Federal credit assistance under TIFIA in the form of secured loans, loan guarantees, or standby lines of credit provides more flexibility in repayment terms and potentially more favorable interest rates than private capital market alternatives.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Formerly known as the Better Utilizing Investments to Leverage Development (BUILD) or the Transportation Investment Generating Economic Recovery (TIGER) program, RAISE grants are national infrastructure investments awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region. Since the TIGER/BUILD/RAISE program was first created in 2009, over \$9 billion has been awarded for capital investments in surface transportation infrastructure over twelve rounds of competitive grants. RAISE funds or any successor program will be programmed into the TIP after they have been awarded.

Earmarks

Earmarks are the provision of funds to specific projects through Congressional action, either legislation or appropriations. In 2011, Congress eliminated earmarks from use. However, many earmarks remain programmed in the TIP (either in the four active years of the TIP or in prior years) on active and ongoing projects. Starting in 2016, annual appropriations bills have included a provision that enables States to repurpose unobligated balances on earmarks that



are more than ten years old. MTC amends the TIP as necessary to reflect programming changes that may be required by the implementation of this provision.

In FY 2021-22, Congress reintroduced earmarks as Community Project Funding/Congressionally Directed Spending. MTC will amend the TIP as necessary to reflect the programming of these new earmarks as may be required.

State, Regional, and Local Programs

Not all state and local funds must be programmed in the TIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, or if the project funded is considered to be regionally significant, they must be included in the TIP.

State Transportation Improvement Program (STIP)

The California Transportation Commission (CTC) is required to biennially adopt a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs and certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well. The STIP is funded in large part by the state excise tax on gasoline, which reset to 17.3 cents per gallon in 2019 and escalates annually thereafter per Senate Bill 1 (2017, Beall).

Regional Transportation Improvement Program (RTIP): The bulk of the STIP (75%) consists of spending programs developed at the regional level throughout California, called the Regional Transportation Improvement Programs (RTIP). The RTIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account (SHA), federal funds, and other funding sources.

Using the CTC Fund Estimate which distributes funding based on population and road miles, MTC submits the Bay Area's RTIP every two years. The amount available for programming and the actual programmed amount in the 2023 TIP reflect the County Share balances and programming targets of the 2022 STIP Fund Estimate, and funding committed to the region as adopted by the CTC on March 16, 2022. CTC will adopt the next STIP cycle in 2024.

Interregional Transportation Improvement Program (ITIP): The remaining element of the STIP (25%) is known as the Interregional Transportation Improvement Program (ITIP). The ITIP is intended to address transportation infrastructure needs that cross metropolitan boundaries and



link the state’s transportation system, such as intercity rail and interregional highways. The ITIP is a five-year capital improvement program of transportation projects on and off the state highway system, funded with revenues from the SHA, federal funds, and other funding sources. The amount available for programming and the actual programmed amount in the 2023 TIP reflect the funding committed to the region adopted by the CTC on March 16, 2022. CTC will adopt the next STIP cycle in 2024.

STIP Funding in the 2023 TIP (all funding in \$1,000s)

STIP	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$142,269	\$28,925	\$14,460	\$63,863	\$249,517
Programming	\$142,269	\$28,925	\$14,460	\$63,863	\$249,517
Balance	-	-	-	-	-

State Highway Operation and Protection Program (SHOPP):

The purpose of the SHOPP is to adequately maintain and operate the state highway system. In accordance with Government Code Section 14526.5 and Streets and Highways Code Section 164.6, the SHOPP is a four-year program of projects with the purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility, or facilities related to the state highway system. The SHOPP is funded through the SHA, federal funding, and other sources, and received a funding boost from Senate Bill 1 (2017, Beall). Government Code Section 14526.4(a) also requires the State to prepare a robust Transportation Asset Management Plan (TAMP) to guide the selection of projects for the SHOPP. The most recent programming, the 2022 SHOPP, covers the four-year period from fiscal years 2022-23 through 2025-26. Similar to the RTIP, the SHOPP is updated every two years. The amount available for programming and the actual programmed amount in the 2023 TIP reflect the SHOPP funding available to the region as approved by the CTC.

Active Transportation Program (ATP)

The State Legislature created the Active Transportation Program (ATP) in 2013 to combine multiple federal and state bicycle and pedestrian fund sources and programs into a consolidated state program. ATP includes federal funding sources such as the Transportation Alternatives Program (TAP), and state funding such as the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S). Starting in 2017, the ATP receives an annual \$100 million funding boost thanks to Senate Bill 1 (2017, Beall). The CTC has adopted five full cycles and one augmentation cycle of ATP programming, and the project selection process for the sixth cycle is



currently underway. Once adopted by the CTC, MTC will program the sixth cycle of ATP, for years 2023-24 through 2026-2027 into the 2023 TIP.

ATP Funding in the 2023 TIP (all funding in \$1,000s)

ATP	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$59,226	\$53,095	\$17,829	-	\$130,150
Programming	\$59,226	\$53,095	\$17,829	-	\$130,150
Balance	-	-	-	-	-

Senate Bill 1 (SB 1) Funds

In 2017, the State Legislature approved and the Governor signed Senate Bill 1 into law. SB 1 increases certain transportation taxes and fees, which generate new revenue for existing and new transportation programs. Many of the existing programs receiving additional funding thanks to SB 1 (such as the STIP, SHOPP, and ATP) are discussed earlier in this section. Additional competitive programs created and augmented by SB 1 include the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program competitive share, and Transit and Intercity Rail Capital Program (which also includes funding from Cap and Trade). Formula programs created and augmented by SB 1 include the Local Streets and Roads program and the Local Partnership Program formula share. CTC will consider adoption of the third cycle of competitive programs in mid-2023, and MTC will program these projects into the 2023 TIP as appropriate.

Transportation Development Act (TDA) & State Transit Assistance (STA) Funds

TDA revenues are derived from a state sales tax of one-quarter of one percent on all retail sales in each county, used to finance transit operations, and bus and rail projects as well as special paratransit services for disabled passengers, and bicycle and pedestrian projects. STA funds are generated from the state sales tax on diesel fuel. These funds can be used for both transit capital and operating projects and are distributed 50% to the Population-Based program and 50% to the Revenue-Based program.

Regional Measure 1 (RM 1), Regional Measure 2 (RM 2), and Other Bridge Toll Funds

Bridge Toll funding is funding generated from tolls collected on the seven state-owned toll bridges in the bay area. The Bay Area Toll Authority (BATA) administers and allocates base toll revenues from the seven state-owned bridges to Caltrans for the day-to-day operations, maintenance, and administration of these bridges, as well as their capital improvement and rehabilitation. BATA also serves as a pass-through agency for Regional Measure 2 (RM2) bridge



toll funds to specific voter-approved projects to relieve traffic congestion in bridge corridors, earthquake retrofit of state-owned toll bridges and other traffic mitigation projects related to retrofit work. Other bridge toll funding programs include Regional Measure 1 (RM1) and AB1171 projects to relieve traffic congestion in bridge corridors; AB 664 Net Bridge Toll Revenues, which MTC’s policy is to use to match federally funded transit capital projects that relieve congestion on the San Francisco-Oakland Bay, San Mateo-Hayward and Dumbarton bridges; and Two Percent Bridge Toll revenues, which are derived from the transit element of RM1 and fund specific ferry and non-ferry capital projects.

Bridge Toll Funding in the 2023 TIP (all funding in \$1,000s)

Bridge Tolls	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$1,013,585	\$1,019,666	\$1,025,784	\$1,031,939	\$4,090,973
Programming	\$101,453	\$59,343	\$56,243	\$50,413	\$267,452
Committed to Maintenance, Debt Service, etc	\$912,132	\$960,323	\$969,541	\$981,526	\$3,823,521
Balance	-	-	-	-	-

Regional Measure 3 (RM3), approved by the Bay Area voters in June 2018, provides for additional toll increases, with revenues slated to fund various transportation capital and operating projects in the region. RM3 revenues and projects will be added to the TIP over time as appropriate, if upheld by the California Supreme Court.

Proceeds from county half-cent transportation sales taxes, and sales taxes for transit

Includes Sales Tax for transit and other highway improvements in Alameda, San Francisco, Contra Costa, Marin, Napa, Santa Clara, San Mateo, and Sonoma Counties. It does not include pending sales tax measure. Other local funding also includes GARVEE Bond financing by local agencies, gas tax subventions, and Transportation Development Act (TDA) Articles 4 and 8 (1/4-cent sales tax) for transit operating assistance and capital projects. Programming of local funding takes place at the discretion of local collecting agencies.

Other Local Funding in the 2023 TIP (all funding in \$1,000s)

Other Local	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Totals
Revenues	\$5,218,720	\$2,402,477	\$2,471,020	\$2,541,526	\$12,633,743
Programming	\$3,858,517	\$409,317	\$944,387	\$72,148	\$5,284,370
Balance	\$1,360,203	\$1,993,160	\$1,526,633	\$2,469,377	\$7,349,373

Innovative Financing

Advance Construction

Advance Construction (AC) is a financial management tool used to advance projects to meet program goals and project delivery schedules using non-federal funds while remaining eligible for federal funding at a later date. Once federal funding becomes available AC projects may be converted in whole or in part to normal federal funding. The previously expended funds are then replenished by federal reimbursements.

Toll Credits

Section 120(j) of Title 23 allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49, referred as transportation development credits. Toll credits are not additional funds, but may be used in lieu of the non-federal match, bringing federal participation in a project to 100 percent of the project cost. The TIP must remain fiscally constrained when using toll credits in lieu of the non-federal match. Tracking of toll credits is performed through MTC's Fund Management System (FMS). State and Regional toll credits policies and procedures are included in Appendix A-41 and Appendix A-42.

HOW TO READ THE PROJECT LISTINGS

How do I find information on specific TIP projects?

Single Line Project Listing Reports

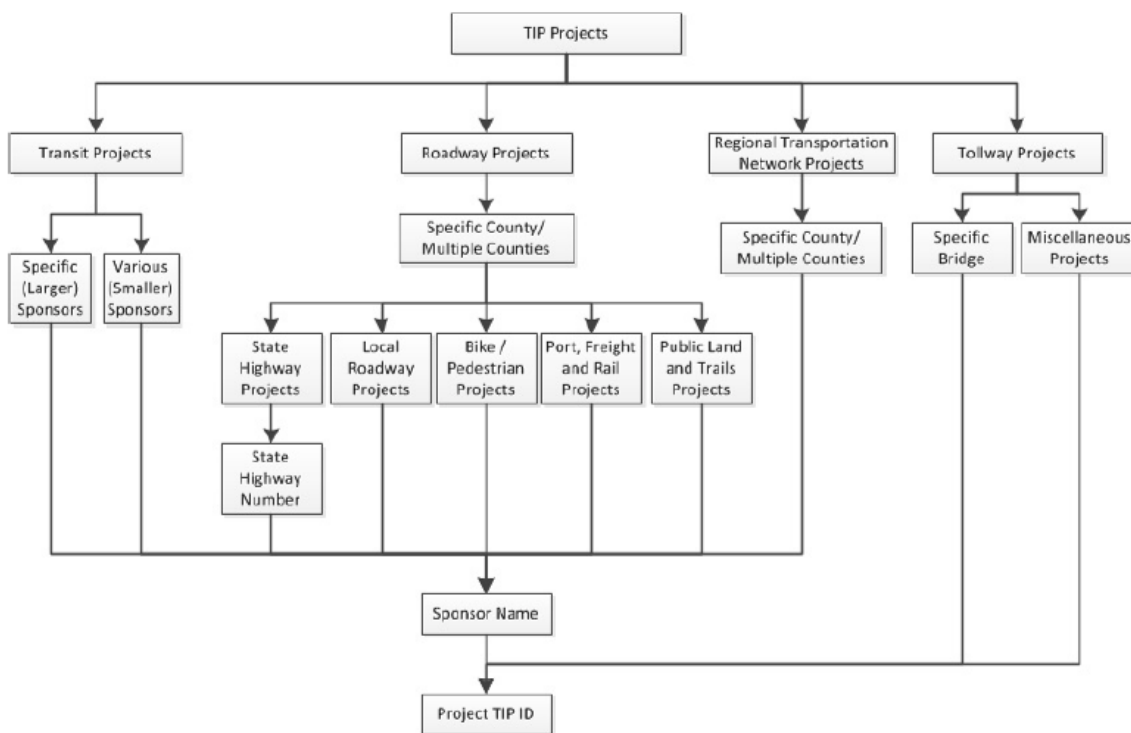
To view high level project information and aggregated funding information about each project, single line project listings and reports are included as Appendix A-59. The listings are divided by county with projects within each county sorted by project sponsor, transportation system, project purpose, and then TIP ID. The following five single line project listing reports have been included.

1. Single Line Project Listing by County
2. Single Line Project Funding Report – Funding by Phase
3. Single Line Project Funding Report – Funding by Authority
4. Single Line Project Funding Report – Funding by Funding by Fiscal Year
5. Single Line Project Funding Report – Funding by Mode



Organization of Detailed Project Listings

Project listings provide a detailed description for each individual project listed in the TIP. The projects are organized into four sections, transit projects, roadway projects, regional transportation projects (region-wide projects and initiatives), and tollway projects. Transit projects are separated into large and small operators and then listed alphabetically by operator. Roadway projects are sorted first by county and then by general project type (state highway, local roadway, bicycle and pedestrian, port, freight and rail, and public lands and trails), and listed alphabetically by project sponsor. Regional transportation projects are sorted by county and then listed by TIP ID number. Projects being implemented on toll facilities are sorted by the specific toll bridge that they affect and then by TIP ID.



Key to Detailed Project Listings

Project listings contain detailed information about the scope, location, funding and schedule. A sample project listing and corresponding key are provided on the next page.

Sample Detailed Project Listing

1 TIP ID: **SON170025** 2 County: Sonoma
3 System: Public Lands/Trails 4 RTP ID: 21-T08-060 5 CTIPS 20600006489
6 Sponsor: Sonoma County Regional Parks 7 Implementing Agency: Sonoma County Regional Parks
8 Project Name: Joe Rodota Trail Bridge Replacement 9
10 Description: Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges
10 Air Quality Exempt Code: 3.02 - EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Route: Post Mile From: Post Mile To: Toll Credits:

11 12 13 14
15 16 17 18 19 20

All funding in thousands of dollars							
Phase	Fund Source	Prior Years	FY 2022/23	FY 2023/24	FY 2024/25	FY 2024/25	Total Programmed
PE	OTHER LOCAL	\$ 31					\$ 31
PE	STP	\$ 241					\$ 241
CON	OTHER LOCAL		\$ 69				\$ 69
CON	STP		\$ 529				\$ 529
Total Programmed Funding:		\$ 272	\$ 598				\$ 870

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Detailed Project Listing References

Project Information		
#	Data Label	Definition
1	TIP ID	A unique number used to identify projects in the TIP. The first three characters indicate the location where the project is being implemented and refers to either a specific county, various counties, or the entire region. The next two digits indicate the version of the TIP where the project was first shown (i.e. for projects added during the 2017 TIP, these digits are 17). The final four digits indicate the order in which the project first appeared in the TIP.
2	County	The county in which the project is located. Projects may also be located in "Various" counties or they may be "Regional" projects.
3	System	The transportation system for which the project improvement is attributed: public transit, local streets and roads, State Highway System or Interstate System, Port and Freight Rail Facilities, Public Lands and Trails, Toll Bridges and Express Lanes (Tollway), and Regional projects.
4	RTP ID	The RTP ID refers to the unique parent project as described in MTC's regional long-range plan.
5	CTIPS ID	A unique number used to identify projects in the California Transportation Improvement Program System (CTIPS).
6	Sponsor	The agency in charge of administering a project.
7	Implementing Agency	The agency administering or implementing a project in partnership with the Sponsor.
8	Project Name	The name or title of the project.
9	Project Description	A brief description of the project location and the scope of work being implemented.
10	Air Quality Exempt Code	The Air Quality Exemption status per federal Environmental Protection Agency (EPA). A list of Air Quality Exempt Codes may be found in Appendix A-53.
11	Route	The State Highway System (SHS) or State Route (SR) number, if applicable.
12	Post Mile From	The beginning limit of a project's location on the State Highway System or on a State Route (if applicable).
13	Post Mile To	The terminating limit of a project's location on the State Highway System or on a State Route (if applicable).
14	Toll Credits	The amount of Toll Credits being used on the project. More information on the use of toll credits may be found in Appendix A-42 and Appendix A-43.
15-20	Funding Information	Please note that the years indicated in the funding information section of the project listing are shown as Federal Fiscal years. The Federal Fiscal Year (FY) in the TIP is from October 1 to September 30 of the following calendar year.



15	Phase	The stage of the project for which the specified funds have been programmed. Phases include: environmental (ENV), design engineering (PSE), preliminary engineering (PE), right of way acquisition (ROW), Caltrans support for right of way (ROW-CT/ROW-SUP), construction (CON), and Caltrans support for construction (CON-CT/CON-CE).
16	Fund Source	The program, law, or other source from which the specified funds originated. A list of all fund codes currently in use, including the associated funding sources, may be found in Appendix A-47.
17	Prior Years	Funding programmed in years prior to the current TIP. These funds are shown for information only. Amounts shown are in \$1,000s.
18	The Four Years of the 2023 TIP	Funding programmed in years covered by the current TIP. Amounts shown are in \$1,000s.
19	Future Years	Funding programmed in years after the current TIP. These funds are shown for information only. Amounts shown are in \$1,000s.
20	Total Programmed	The rows of the funding information table are calculated to show the total amount of funding from a given source programmed in a given phase. The columns are calculated to show the total amount of funding for all phases from all fund sources for a given year. The bottom right corner is calculated to show the total amount of funds programmed for a project inclusive of all fund sources, years, and phases.

THE TIP ONLINE

How to find up-to-date information about TIP projects

How to View the TIP Online

The TIP is posted online at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip> This allows project sponsors and the general public to see what transportation projects are planned in their community and in the entire Bay Area. To view the TIP online, the user will need a computer with Internet access or the user can visit any public library in the Bay Area and ask to use their Internet accessible computer.

Up-to-date Information

Individual project listings are also maintained in a publicly available database online. This database reflects the current version of each project, including any approved revisions (such as scope or funding changes). MTC's web-based Fund Management System (FMS) is located at: <https://mtc.ca.gov/funding/fund-management-system-fms>.



For specific or detailed information on individual projects, the particular project sponsor or lead implementing agency should be contacted directly.

View Project Locations in the TIP Interactively

Many projects in the TIP have been mapped to provide a geographic visualization of the project. However, not all projects can easily be mapped. Projects that are not tied to a specific location, such as transit operations and maintenance projects, planning projects and studies, cannot be mapped. To view project maps, visit the FMS application at:

<https://fms.bayareametro.gov/search>.

Once at the FMS search screen, click on the arrow on the right side of the search bar to access the advanced search options, select "Active" from the 'Status' dropdown list, and click on the "Search" button. This will bring up a complete list of projects in the current TIP. When viewing the details of a project, available maps will be displayed on the 'GIS Map' tab of the project.

CONTACTS FOR QUESTIONS ABOUT THE TIP

For questions on the TIP or if you have trouble accessing MTC's TIP or FMS online contact:

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For detailed information on individual projects, the particular project sponsor or lead implementing agency should be contacted directly.

General information on the transportation financing process can be found in the MTC publication, *A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP*, updated for the 2023 TIP. The guide is posted on MTC's website at:

<https://mtc.ca.gov/funding/transportation-improvement-program-tip>

Printed copies may be ordered via e-mail at library@bayareametro.gov or via telephone at (415) 778-5236.

