

# 2027 TRANSPORTATION IMPROVEMENT PROGRAM

For the Nine-County San Francisco Bay Area

Volume 3

MTC Resolution No. 4786  
**September 23, 2026**

## Appendices



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Appendix A.

# Adoption of the 2027 TIP MTC Resolution No. 4786

Date: September 23, 2026  
W.I.: 1512  
Referred by: PAC

ABSTRACT

Resolution No. 4786

This resolution adopts the 2027 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2027 TIP adoption is contained in the Programming & Allocations Committee summary sheet dated September 9, 2026.



Date: September 23, 2026  
W.I.: 1512  
Referred by: PAC

Re: Adoption of the 2027 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4786

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

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

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

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

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

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

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

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

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

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

WHEREAS, MTC has found in MTC Resolution No. 4786 that the 2027 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

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

RESOLVED, that MTC adopts the 2027 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2027 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. EPA; and, be it further

RESOLVED, that the 2027 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4590) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2027 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2027 TIP is financially constrained, by year, to reasonable estimates of available federal, state, and local transportation funds; and, be it further

RESOLVED, that the 2027 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

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

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

RESOLVED, that the public participation process conducted for the 2027 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2027 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4785); and, be it further

RESOLVED, that the projects and programs included in the 2027 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2027 TIP are consistent with Plan Bay Area 2050+ (the Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2027 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4786, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

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



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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Sue Noack, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
San Francisco, California, on September 23, 2026.

Date: September 23, 2026  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4786  
Page 1 of 1

## **2027 Transportation Improvement Program**

The 2027 Transportation Improvement Program (TIP) for the San Francisco Bay Area, adopted September 23, 2026, is comprised of the following, incorporated herein as though set forth at length:

- 2027 TIP Fact Sheet
- TIP Volume 1: Overview
- TIP Volume 2: Project List
- TIP Volume 3: Technical Appendix
  - Appendix A: Adoption of the 2027 TIP (MTC Resolution No. 4786)
  - Appendix B: Caltrans 2027 FTIP Development Checklist and Development Guidance
  - Appendix C: Approval Letters
  - Appendix D: Archived Projects Since 2025 TIP Approval
  - Appendix E: Delayed Projects Since 2025 TIP Approval
  - Appendix F: Public Notifications
  - Appendix G: Response to Public Comments on Draft 2027 TIP
  - Appendix H: Air Quality Conformity Analysis (MTC Resolution No. 4785)
  - Appendix I: Fiscal Constraint and Financial Plan for the 2027 TIP
  - Appendix J: Transit Financial Capacity Assessment
  - Appendix K: Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

Date: September 23, 2026  
W.I.: 1512  
Referred by: PAC

Attachment B  
Resolution 4786  
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## **Revisions to the 2027 Transportation Improvement Program**

Revisions to the 2027 Transportation Improvement Program (TIP) will be included as they are approved.

Appendix B.

# Caltrans 2027 FTIP Submittal Checklist & Development Guidance



## 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP): SUBMITTAL INSTRUCTIONS & CHECKLIST

### FTIP Submittal Instructions:

MPOs submit Draft and Final FTIPs to Caltrans via email and upload them into the California Transportation Improvement Program System (CTIPS).

| <u>Item</u>                | <u>Timeline</u>               | <u>Task</u>                                                                                                                                                                                                                                                                               |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Draft 2027 FTIP</b>     | No later than August 31, 2026 | <ul style="list-style-type: none"><li>Submit Draft 2027 FTIP to FTIP/FSTIP Coordinator assigned to your MPO at the start of public review period, including the Performance Measures Reporting Workbook and the Financial Summary Template</li><li>Upload Draft FTIP into CTIPS</li></ul> |
| <b>Final 2027 FTIP</b>     | By September 30, 2026         | <ul style="list-style-type: none"><li>Upload Final 2027 FTIP (and amendments, if applicable) into CTIPS</li></ul>                                                                                                                                                                         |
| <b>Final FTIP Web-link</b> | By September 30, 2026         | <ul style="list-style-type: none"><li>Email Final 2027 FTIP Web-link (and amendments, if applicable) to Caltrans FTIP Coordinator</li></ul>                                                                                                                                               |

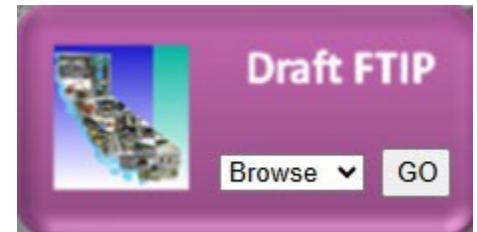
### **Draft FTIP Package Submittal Requirements: Email Instructions**

- ☒ At the start of the FTIP public review period (no later than August 31, 2026), submit the Draft 2027 FTIP by email to the Caltrans' FTIP/FSTIP Coordinator assigned to your MPO.
  - o The Draft FTIP email package must include the Performance Measures Reporting Workbook and the Financial Summary Template using the 2027 Adoption Templates.
- ☒ Caltrans' FTIP/FSTIP Coordinators assigned by MPO:

| NAME                | REGION/MPO                                                                                                                                                                                                       | EMAIL                                                                                    |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Vaik Renga          | <b>SANDAG, SBCAG, SCAG, SLOCOG</b>                                                                                                                                                                               | <a href="mailto:Vaikunthan.Renganathan@dot.ca.gov">Vaikunthan.Renganathan@dot.ca.gov</a> |
| Peter Kang          | <b>BCAG, SACOG, SRTA, TMPO</b>                                                                                                                                                                                   | <a href="mailto:Peter.Kang@dot.ca.gov">Peter.Kang@dot.ca.gov</a>                         |
| Jennifer Ashby-Camp | <b>AMBAG, FCOG, KCOG, MTC</b>                                                                                                                                                                                    | <a href="mailto:Jennifer.Ashby-Camp@dot.ca.gov">Jennifer.Ashby-Camp@dot.ca.gov</a>       |
| Noe Puente          | <b>KCAG, MCAG, MCTC, SJCOG, StanCOG, TCAG</b>                                                                                                                                                                    | <a href="mailto:Noe.Puente@dot.ca.gov">Noe.Puente@dot.ca.gov</a>                         |
| Rose Agacer-Solis   | <b>Rural County Non-MPOs</b> (Alpine, Amador, Calaveras, Colusa, Glenn, Humboldt, Del Norte, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Sierra, Siskiyou, Tehama, Tuolumne & Trinity) | <a href="mailto:Nerie.R.Agacer-Solis@dot.ca.gov">Nerie.R.Agacer-Solis@dot.ca.gov</a>     |

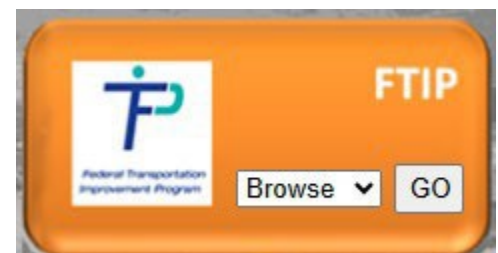
### **Draft FTIP Package Submittal Requirements: CTIPS Upload**

- ☒ At the start of the FTIP public review period (no later than August 31, 2026), submit the Draft 2027 FTIP into CTIPS through the "Draft FTIP" module: [CTIPS Login Screen](#).
- ☒ Notify your FTIP/FSTIP Coordinator once the Draft FTIP has been uploaded.
- ☒ Draft FTIP Submittals in CTIPS must be included as a single PDF file (e.g., files must be combined in advance prior to uploading in the "Draft FTIP" module).
  - o Single PDF uploads ensure consistency and reduce processing delays during FSTIP development.
- ☒ The Draft 2027 FTIP must be uploaded in CTIPS to transition from the MPO FTIP to Caltrans' FSTIP. This allows Caltrans, the Federal Highway Administration (FHWA) and the Federal Transit Agency (FTA) to perform the technical review and validation necessary for FSTIP development and ensures consistency with the Regional Transportation Plan (RTP) and air quality conformity analysis.
- ☒ Please contact the CTIPS team for technical assistance: [ctips.support@dot.ca.gov](mailto:ctips.support@dot.ca.gov).



### **Final FTIP Package Submittal Requirements (Email and CTIPS Instructions)**

- ☒ Submit the Final FTIP package via email by September 30, 2026, to Caltrans' FTIP/FSTIP Coordinator assigned to your MPO (see Step #1).
  - o Include amendments (if applicable) with the Final FTIP package.
  - o Include the Final FTIP Web-link for your MPO with the Final FTIP package.
- ☒ By September 30, 2026, submit the Final 2027 FTIP package (and amendments, if applicable), into CTIPS through the "FTIP" module: [CTIPS Login Screen](#).
- ☒ Notify your FTIP/FSTIP Coordinator once the Draft FTIP has been uploaded.
- ☒ Final FTIP Submittals in CTIPS must be included as a single PDF file (e.g., files must be combined in advance prior to uploading in the "FTIP" module)
  - o Single PDF uploads ensure consistency and reduce processing delays during FSTIP development.



### **FTIP Checklist:**

*Verify Final FTIP package includes the following required components. For additional details, reference the 2027 FTIP Development Guidance.*

#### **1) Comprehensive Project List**

- ☒ Provide sufficient description for individual projects, including total project cost, federal funds, matching funds, implementing agency, corresponding Regional Transportation Plan (RTP) number or RTP page number. **(Yes; Volume 2, page II-15)**
- ☒ Clearly identify Transportation Control Measures (TCMs) projects. **(All TCMs have been implemented; Volume 3, III-322 and Project List; Volume 2, page II-15)**
- ☒ Provide detailed listings/back-up listings for grouped highway and transit projects using Location + Limits + Improvement format, and reference CFR section for grouped projects in non-attainment or maintenance areas. **(Yes; Volume 2, page II-241)**
- ☒ Use "SHOPP Advance CON (AC) fund type for SHOPP projects.
- ☒ Use "STIP Advance Construction-RIP/IIP" fund type for STIP projects.
- ☒ Use "TIFIA\_S" for STBG eligible projects or "TIFIA\_T" for transportation alternatives eligible projects (i.e., projects with TIFIA apportionments).
- ☒ Verify non-federal share match (local funds/toll credits) for CMAQ/STBGP projects.
- ☒ Ensure emergency repair projects comply with 23 CFR § 667. **(Yes, Volume 3, Appendix A)**

#### **2) MPO Board Resolution (Yes; Volume 3, Appendix A)**

- ☒ Include signed Board Resolution with Final 2027 FTIP submittal.
- ☒ Confirm compliance with 23 CFR § 450 metropolitan transportation planning.
- ☒ Verify FTIP aligns with MPO's RTP – **(Plan Bay Area 2050+)**
- ☒ Ensure FTIP is fiscally constrained with available funding.
- ☒ Confirm compliance with federal and state air quality requirements.
- ☒ Verify FTIP does not delay timely TCM implementation in State Implementation Plan (SIP).
- ☒ Confirm planning process aligns with Performance-Based Planning and Programming and supports performance targets.
- ☒ Verify public participation per MPO's Public Participation Plan (PPP).

#### **3) Federal Performance Measures (Yes; PM Reporting Workbook and Supplemental Report)**

- ☒ Confirm FTIP meets federal performance requirements and includes MPO-adopted performance targets.
- ☒ Ensure FTIP supports progress toward targets under 23 CFR § 450.306(d).
- ☒ Link investment priorities to performance targets.
- ☒ Describe project selection process for federal performance measures **(Yes, Project Selection Supplemental Report)**.





☒ Email FTIP Performance Measures Reporting Excel Workbook (2027 Adoption Template) to Caltrans' FTIP/FSTIP Coordinator at start of public review period, and no later than August 31, 2026; resubmit only if changes occur.

4) **Performance-Based Planning and Programming (PBPP) (Yes, [Project Selection Supplemental Report](#))**

☒ Confirm metropolitan planning process aligns with PBPP and project selection supports performance targets.

5) **Financial Summary Documentation (Yes, [Volume 3, Appendix I](#))**

☒ Ensure financial data covers first four FTIP Federal Fiscal Years (FFYs).

☒ Email FTIP Financial Summary Excel Template (2027 Adoption Template) to Caltrans' FTIP/FSTIP Coordinator at start of public review period, and no later than August 31, 2026; resubmit only if changes occur.

☒ Include revenue analysis for system maintenance and operations.

☒ Add Loan Agreements details if applicable.

6) **Air Quality Analysis and Determination (Yes, [Volume 3, Appendix H](#))**

☒ Include full air quality conformity analysis and determination.

☒ Include Conformity Analysis Checklist for MPO TIPs/RTPs.

7) **Federal Planning Finding (FPF) Requirements**

☒ Include MPO Grouped Project Certification Letter (2025 FFP #1) ([Yes, Volume 3, Appendix C](#))

☒ Reference "Caltrans Guidance for Programming Grouped Project Listings\_09-19-25".

☒ Reference "Caltrans' Request for MPO Certification Letter\_09-08-25"

☒ Reference "Best Practices for Group Project Listings for Transit Projects" when grouping FTA-funded projects. (2025 FFP #2)

☒ Include all regionally administered federal discretionary grant-funded projects in FTIP. (FPF #5)

8) **Public Participation Process/Interagency Consultation (Yes; [Volume 1, I-6](#))**

☒ Document Public Participation/Interagency Consultation process.

☒ Include Tribal Government Involvement and Consultation (if applicable).

☒ Include Federal Land Management Agency (FLMA) Consultation (if applicable).

9) **Expedited Project Selection Procedures (EPSP) (Yes; [Volume 1, I-13](#))**

☒ Document MPO's EPSP process.

10) **CMAQ and STBGP links (Yes; [Volume 1, I-10](#))**

☒ Provide CMAQ and STBGP project selection links.

11) **FTIP Amendment Process (Yes; [Volume 1, I-12](#))**

☒ Describe criteria for formal amendments vs. administrative modifications.

## DIVISION OF FINANCIAL PROGRAMMING

### OFFICE OF FEDERAL PROGRAMMING AND DATA MANAGEMENT

- 12) **Consistency with State Managed Programs Project Lists (Yes; Volume 1, I-14)**
- ☒ Reference latest Highway Bridge Program (HBP) PDF. (Yes; Volume 2, II-241)
  - ☒ Reference latest Highway Safety Improvement Program (HSIP) spreadsheet. (Yes; Volume 2, II-241)
- 13) **Verify links**
- ☒ Verify all links are active and current.
- 14) **Electronic FSTIP (E-FSTIP)**
- ☒ Ensure compliance with E-FSTIP requirements by submitting FTIP, amendments, administrative modifications, and air quality conformity determinations through CTIPS for approval and inclusion in the FSTIP.

## 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP): FTIP DEVELOPMENT GUIDANCE

### Purpose

This document provides statewide guidance for developing an updated FTIP and promotes consistency across Metropolitan Planning Organization (MPO) regions. The guidance outlines critical elements necessary for FTIP inclusion to ensure compliance with federal requirements. FTIPs successfully developed and submitted are included in California's Federal Statewide Transportation Improvement Program (FSTIP) for federal approval.

### Scope

MPOs are encouraged to utilize both the FTIP Development Guidance and the FTIP Submittal Instructions and Checklist during FTIP update cycles.

| <u>Item</u>                | <u>Timeline</u>               | <u>Task</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Draft 2027 FTIP</b>     | No later than August 31, 2026 | <ul style="list-style-type: none"> <li>Submit Draft 2027 FTIP to FTIP/FSTIP Coordinator assigned to your MPO at the start of public review period, including the Performance Measures Reporting Workbook and the Financial Summary Template</li> <li>Upload Draft FTIP into CTIPS</li> </ul>                                                                                                                                                                                                                                                                                                                                         |
| <b>Final 2027 FTIP</b>     | By September 30, 2026         | <ul style="list-style-type: none"> <li>Upload Final 2027 FTIP including the board resolution (and amendments, if applicable) into CTIPS to be included in the 2027 FSTIP</li> <li>Amendments received after September 30, 2026, will be processed by Caltrans, FHWA and FTA after the 2027 FSTIP is approved</li> <li>MPOs with delegated authority from Caltrans cannot approve Administrative Modifications to board approved 2027 FTIPs until the 2027 FSTIP is approved</li> <li>After federal approval, the 2027 FSTIP supersedes the prior FSTIP</li> <li>Only projects included in the 2027 FSTIP can be obligated</li> </ul> |
| <b>Final FTIP Web-link</b> | By September 30, 2026         | <ul style="list-style-type: none"> <li>Email Final 2027 FTIP Web-link (and amendments, if applicable) to Caltrans FTIP Coordinator</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

## 1) COMPREHENSIVE PROJECT LIST

The comprehensive project list includes various project types that should be included using the following processes and criteria.

### Programming of Individually Listed Projects

The MPO must ensure that programming individual projects complies with the following guidance:

- **Verify planning studies (non-transportation capital) are included in the Overall Work Program (OWP).** Planning studies do not need to be listed in the FTIP. Program the funding for each project phase in the year of obligation (i.e., E-76).
- For projects **without funding that are programmed within the four-year FTIP cycle and included in the FSTIP for environmental approval purposes**, provide the **Regional Transportation Plan (RTP) project number, project completion date, and total project cost.**
  - **Add the following language to the project description: “Project included in the FTIP for environmental approval.”**
- **Provide the following information for each project.** Reference the **Description Format Tables** for detailed information.
  - **Sufficient project description to identify the project** (i.e., type of work, termini and length).
  - **Total project cost** shall be based on the **latest engineering estimates** and may extend beyond the four years of the FTIP. **Cost estimates must be expressed in year-of-expenditure dollars**, using an appropriate inflation rate based on reasonable financial principles and assumptions, and **must be included in the financial plan. Projects located in air quality nonattainment and maintenance areas may be included in the first two years of the FTIP and FSTIP only if funds are available or committed.**
  - **The amount of federal funds proposed to be obligated during each program year** for the project or project phase.
  - **Include any required non-federal matching funds.**
  - **Include the implementing agency.**
  - When programming an **FTA-funded project from a prior FTIP into the 2027 FTIP**, use the **project description field** (or the **CTIPS MPO Comments** section) to identify the **fiscal year the funds were awarded, the awarded amount, and the prior-year fund type.**
  - Include the **corresponding RTP project number or RTP page number.** MPOs that use the **California Transportation Improvement Program System (CTIPS)** to develop their FTIPs may include this information in the **Project**

**Title, Location & Description** field or the **MPO Comments** field. Including this information demonstrates that the project is consistent with the RTP.

| <b>DESCRIPTION FORMAT TABLE: HIGHWAY PROJECTS (STATE HIGHWAYS/LOCAL)</b>                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p style="text-align: center;"><b>Description Formula: [(Location) + (Limits) + (Improvement)]</b></p> <p><i>For example: In Bakersfield: Between 1st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes.</i></p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Location:</b>                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>• Use the nearest city or significant town identified on state highway maps.</li> <li>• If the project is located more than five miles from a city or town, prefix the city or town name with "East, West, North, or South of." For example: <ul style="list-style-type: none"> <li>◦ <i>In Bakersfield / South of Bakersfield</i></li> </ul> </li> </ul>                                                                             |
| <b>Limits:</b>                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>• Project limits can be stated as from one road to another</li> <li>• Other boundary landmarks--such as rivers, creeks, state parks, or freeway overcrossings--may be used in-lieu of streets or roads. For example: <ul style="list-style-type: none"> <li>◦ <i>Between 1st Street and Pine Boulevard</i></li> <li>◦ <i>North of Avenal Creed to South of Route 33</i></li> <li>◦ <i>At Rock Creek Bridge</i></li> </ul> </li> </ul> |
| <b>Improvement:</b>                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• Describe the work to be completed, including significant components of the improvement--particularly those related to air quality conformity. For example: <ul style="list-style-type: none"> <li>◦ <i>Widen roadway from existing 2 lanes to 4 lanes</i></li> <li>◦ <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes</i></li> </ul> </li> </ul>                                                                     |

| <b>DESCRIPTION FORMAT TABLE: TRANSIT PROJECTS</b>                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]</b><br>For example: North of Bakersfield: San Joaquin Corridor–Track and signal improvements. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Location:</b>                                                                                                                                                      | <ul style="list-style-type: none"> <li>For work at spot locations for large (statewide) transit agencies, identify the nearest city or significant town identified on state highway maps. If the project is located more than five miles from the city or town, prefix the city or town name with “East, West, North, or South of.” For example:               <ul style="list-style-type: none"> <li><i>In Bakersfield:</i></li> <li><i>North of Bakersfield:</i></li> </ul> </li> <li>Otherwise: Skip this step.</li> </ul>                                                                                                                                                                                                                         |
| <b>Limits:</b>                                                                                                                                                        | <ul style="list-style-type: none"> <li>For work at spot locations (all agencies), identify the station name, provide a description of the facility, and name the rail corridor associated with the project. For example:               <ul style="list-style-type: none"> <li><i>Lafayette BART Station;</i></li> <li><i>The Daly City Yard, adjacent to the Coloma Station;</i></li> <li><i>San Joaquin Corridor;</i></li> </ul> </li> <li>Otherwise: Skip this step.</li> </ul>                                                                                                                                                                                                                                                                     |
| <b>Improvement:</b>                                                                                                                                                   | <ul style="list-style-type: none"> <li>Describe the work to be completed, including significant components of the improvement, particularly those related to air quality conformity.               <ul style="list-style-type: none"> <li><i>Construct a station.</i></li> <li><i>Track and signal improvements.</i></li> </ul> </li> <li>For projects that apply to the entire transit agency jurisdiction, describe activity.               <ul style="list-style-type: none"> <li><i>Purchase of 59 buses--12 MCI's and 47 Standard 40 ft buses (note if this is an expansion or replacement activity).</i></li> <li><i>Para-transit van leasing.</i></li> <li><i>Operating assistance for Sacramento Regional Transit.</i></li> </ul> </li> </ul> |

#### Programming of Grouped Projects

The **MPO must ensure** that **programming grouped projects** comply with the following guidance:

- Use the guidelines titled “**Caltrans’ Guidance for Programming Grouped Project Listings\_09-19-25**” for programming grouped projects in **air quality non-attainment or maintenance areas**. (See Attachment A)
- Use the “**Caltrans’ Request for MPO Certification Letter\_09-08-25**” to prepare the **MPO Grouped Project Listing Certification Letter** for inclusion in the **FTIP**. (See Attachment B)



DIVISION OF FINANCIAL PROGRAMMING  
OFFICE OF FEDERAL PROGRAMMING AND DATA MANAGEMENT



- The certification letter confirms the MPO **prepared the FTIP** and verified the **grouped project listings comply with applicable federal requirements**.
- The letter must be **printed on the MPO's letterhead, dated and signed** by the **MPO's Executive Director or their designated representative** and **submitted with the Final FTIP to Caltrans by September 30, 2026**.
- **Refer to [23 CFR § 771.117 \(c\)](#) and [\(d\)](#) for MPO areas (SBCAG, AMBAG, and Shasta) and rural non-MPO counties classified as air quality attainment for information on projects that can be classified as "Categorical Exclusion (CE)."** Projects that are **not considered regionally significant and qualify as CE may be grouped together**.
- **MPOs are responsible for determining whether projects are eligible for inclusion.**
- **Refer to the "Best Practices for Use of Group Project Listings for Transit Projects" when grouping FTA-funded projects. (See Attachment C)**
  - FTA-funded projects can be grouped provided the **detailed project list is made available to both the FTA and the public**.
  - The **detailed project list must be included in the FTIP and in the FTIP amendment circulated for public review**.
- Include all necessary details in CTIPS. The **location and description fields must reference the appropriate CFR section**. The conformity subsection in CTIPS must be appropriate, including **reference to EPA Table 2 & 3 Exempt Categories**.

| District | CT Project ID | EA | PPNO | MPO ID   | CTIPS ID    | Doc Year | Document | Ver | Last Updated:       | By:     |
|----------|---------------|----|------|----------|-------------|----------|----------|-----|---------------------|---------|
| 03       |               |    |      | VAR79050 | 20700001655 | 2022     | FTIP     | 46  | 09/30/2022 10:36 AM | AHSACOG |

| Find or Add New                                                                                                                                                                                                                   |       | Project Definition |        |                                                                                                                                                |        | Funding                                                                                                        |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------------------------|-------------------|
| Implementing Agency<br>Various Agencies                                                                                                                                                                                           |       | MPO<br>SACOG       |        | Project Title<br>Grouped Projects for Reconstruction or renovation                                                                             |        | Trans. System<br>Transit                                                                                       |                   |
| County<br>Various Counties                                                                                                                                                                                                        | Route | Suffix             | Prefix | PM Back<br>0.000                                                                                                                               | Suffix | Prefix                                                                                                         | PM Ahead<br>0.000 |
|                                                                                                                                                                                                                                   |       |                    |        |                                                                                                                                                |        |                                                                                                                |                   |
|                                                                                                                                                                                                                                   |       |                    |        |                                                                                                                                                |        |                                                                                                                |                   |
|                                                                                                                                                                                                                                   |       |                    |        |                                                                                                                                                |        |                                                                                                                |                   |
| Location & Description<br>Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage) |       |                    |        | Change Reason & Status<br>Adoption 0.00 Cost/Scope/Sch. Change                                                                                 |        | Approval Status<br>MPO 09/15/2022 Admin. Modifications<br>State 11/16/2022 Denied<br>Federal 12/16/2022 Denied |                   |
| Comments<br>MPO Caltrans FHWA/FTA/EPA<br>Reduce funding ** Lump sum                                                                                                                                                               |       |                    |        | Change Status<br>Official<br>Active                                                                                                            |        | FTIP Documents                                                                                                 |                   |
|                                                                                                                                                                                                                                   |       |                    |        | Conformity<br>Capacity Increase Project Air Basin<br>EPA Table 2 & 3 - Exempt Category<br>Mass Transit - Reconstruction of transit structures. |        | Delivery Status<br>Expected Complete<br>Archive<br>TCM Implementing TCM                                        |                   |
|                                                                                                                                                                                                                                   |       |                    |        | Environmental<br>Document Approval                                                                                                             |        | Original Source                                                                                                |                   |
|                                                                                                                                                                                                                                   |       |                    |        | Report Grouping                                                                                                                                |        |                                                                                                                |                   |

|                  |                 |   |            |   |                |               |      |
|------------------|-----------------|---|------------|---|----------------|---------------|------|
| << Prior Version | Next Version >> | < | 108 of 137 | > | Delete Version | Print Project | EXIT |
|------------------|-----------------|---|------------|---|----------------|---------------|------|



#### Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as a match to federal funds. However, at the MPO's discretion, **a project may be funded without the required non-federal match by applying Toll Credit (TC) provisions.** Using TCs allows the non-federal share requirement to be satisfied, enabling a project to be **funded with 100% federal participation for federally eligible project costs.**

- **TCs do not generate additional federal funding.**
- TCs are limited to the non-federal match required for the federal apportionments available in a given year.
- Under the current Caltrans federal funding policy, the following programs are excluded from the use of TCs: STIP (IIP), SHOPP, and Highway Maintenance Program projects. MPOs may use CMAQ and STBGP funds in lieu of the required federal match by using TCs for the eligible projects under those programs.
- The MPO must ensure that use of toll credits complies with the **"Caltrans' Toll Credit Use Policy."** (See Attachment D)
- Consult with Caltrans Division of Local Assistance (DLA) for use of toll credits for any program not specifically listed in this section.



| ELIGIBLE PROGRAMS FOR USE OF TOLL CREDITS (TCs)                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                             |                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| PROGRAMS                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CRITERIA                                                                                                                                                                                                                                                                                                                                                                    | TOLL CREDIT ELIGIBLE                       |
| STIP                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>TCs can only be used for RIP projects</li> </ul>                                                                                                                                                                                                                                                                                     | Eligible federal funds (e.g. CMAQ, STBGP)  |
| HBP–Off System                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>TCs can be used for “Off federal-aid system” projects</li> </ul>                                                                                                                                                                                                                                                                     | HBP                                        |
| HBP–On System projects                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>TCs can be used for “On federal aid system” projects using other eligible federal funds</li> </ul>                                                                                                                                                                                                                                   | Eligible federal funds (e.g., HIP, STBGP)  |
| HSIP                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>TCs can be used for projects from the local HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds.</li> </ul>                                                                                                                                                                       | Eligible federal funds (e.g., CMAQ, STBGP) |
| *CMAQ and STBGP                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>Projects may be programmed with TCs at MPO’s discretion</li> </ul>                                                                                                                                                                                                                                                                   | CMAQ, STBGP                                |
| FTA – Funded Projects                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>Projects funded from formula programs are eligible to receive TCs. Eligible programs include: <ul style="list-style-type: none"> <li>5307, including CMAQ and RSTP FTA transfer projects</li> <li>5309</li> <li>5310</li> <li>5311, including CMAQ and RSTP FTA transfer projects</li> <li>5337</li> <li>5339</li> </ul> </li> </ul> | Various                                    |
| <p><b>* FTIP Notation:</b> For CMAQ and STBGP-funded projects, indicate the “<b>Use of Toll Credits (TCs)</b>” in the project description or MPO Comments field in the FTIP.</p> <p><b>Restriction:</b> TCs <b>shall not</b> be used if the non-federal match requirement has already been satisfied with other non-federal funds. TCs cannot be reimbursed, transferred, or carried as a balance and they are applied only at the time of federal authorization.</p> |                                                                                                                                                                                                                                                                                                                                                                             |                                            |

2026 State Highway Operation and Protection Program (SHOPP)

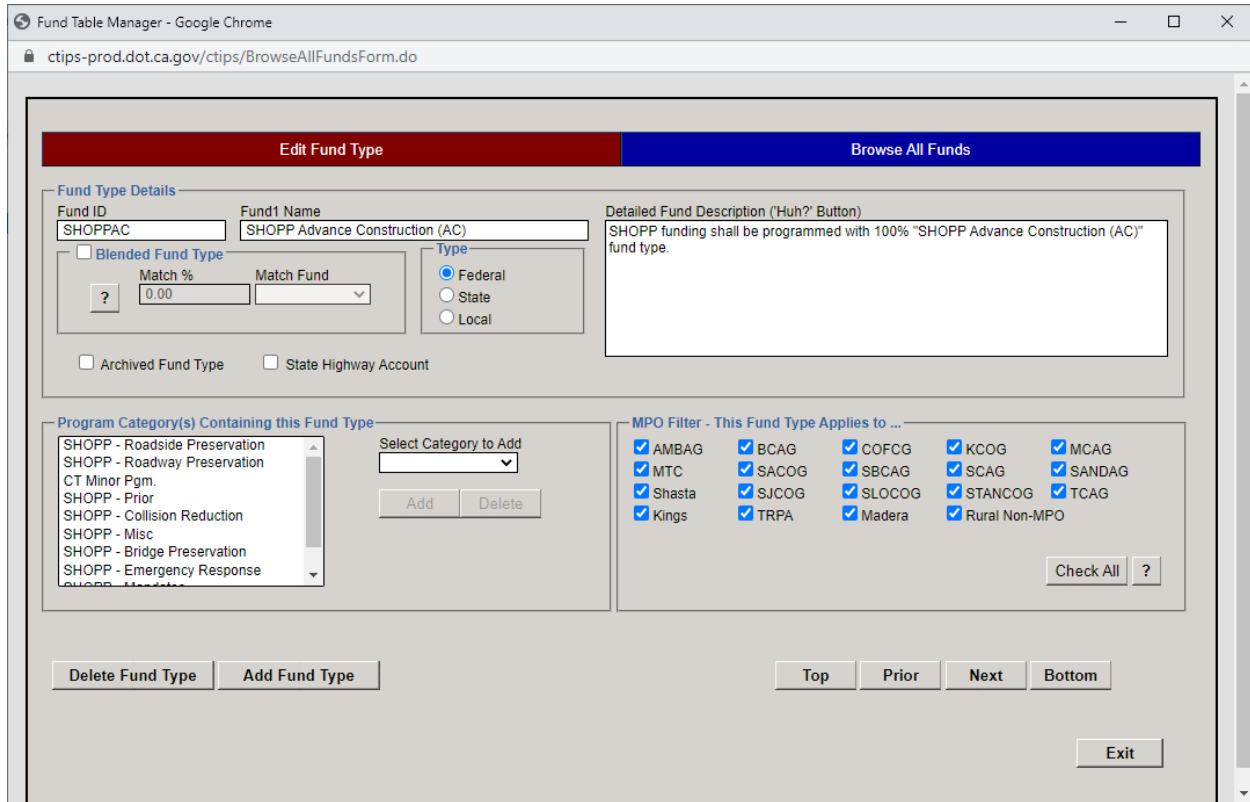
For **non-attainment areas**, projects that are **not exempt from air quality conformity determinations must be listed individually in the FTIP**. Similarly, for **attainment areas**, projects that are **not classified as Categorical Exclusion (CE) must also be listed individually in the FTIP**.

- **Fund Type:** Program **all projects** with the “SHOPP Advance Construction (AC)” fund type.
- **Financial Summary:** **Verify** in the **financial summary** that **total revenue equals the total programmed**.
- **Contingency Projects (G-13):** Program the Preliminary Engineering (PE) and Right of Way (RW) phases. Once the **Construction Capital and Construction Support phases** are programmed in the **2026 SHOPP**, District FTIP Coordinators will notify **MPOs** to program these phases in the **2027 FTIP**.
- **Project Classification:** **MPOs are responsible for determining** whether a project can be classified as **non-exempt or Categorical Exclusion (CE)**. **Contact the District FTIP Coordinator** if additional information, such as a **detailed project scope**, is needed to make this determination.

| SHOPP Programming Process Timeline |                                                                 |
|------------------------------------|-----------------------------------------------------------------|
| DATE                               | TASK                                                            |
| January 30, 2026                   | Caltrans submits the proposed 2026 SHOPP to CTC                 |
| March 19-20, 2026                  | CTC adoption of the 2026 SHOPP                                  |
| May 4, 2026                        | The 2026 SHOPP becomes available in CTIPS                       |
| By May 15, 2026                    | Caltrans Programming provides the SHOPP Grouped Project Reports |

- **SHOPP FTIP Programming Instructions:**
  - **Non-attainment areas:** MPOs must **review the SHOPP Grouped Listings Report** to determine **project eligibility for grouping**. Any **non-exempt projects** must be **removed from the grouped project listing** and **programmed separately as line-item projects**.
  - **Attainment Areas:** MPOs must review the SHOPP Grouped Project Listings Report and **program any projects not classified as “Categorical Exclusion (CE),” as line-item projects**. MPOs may contact their District FTIP Coordinators for additional project details if needed.

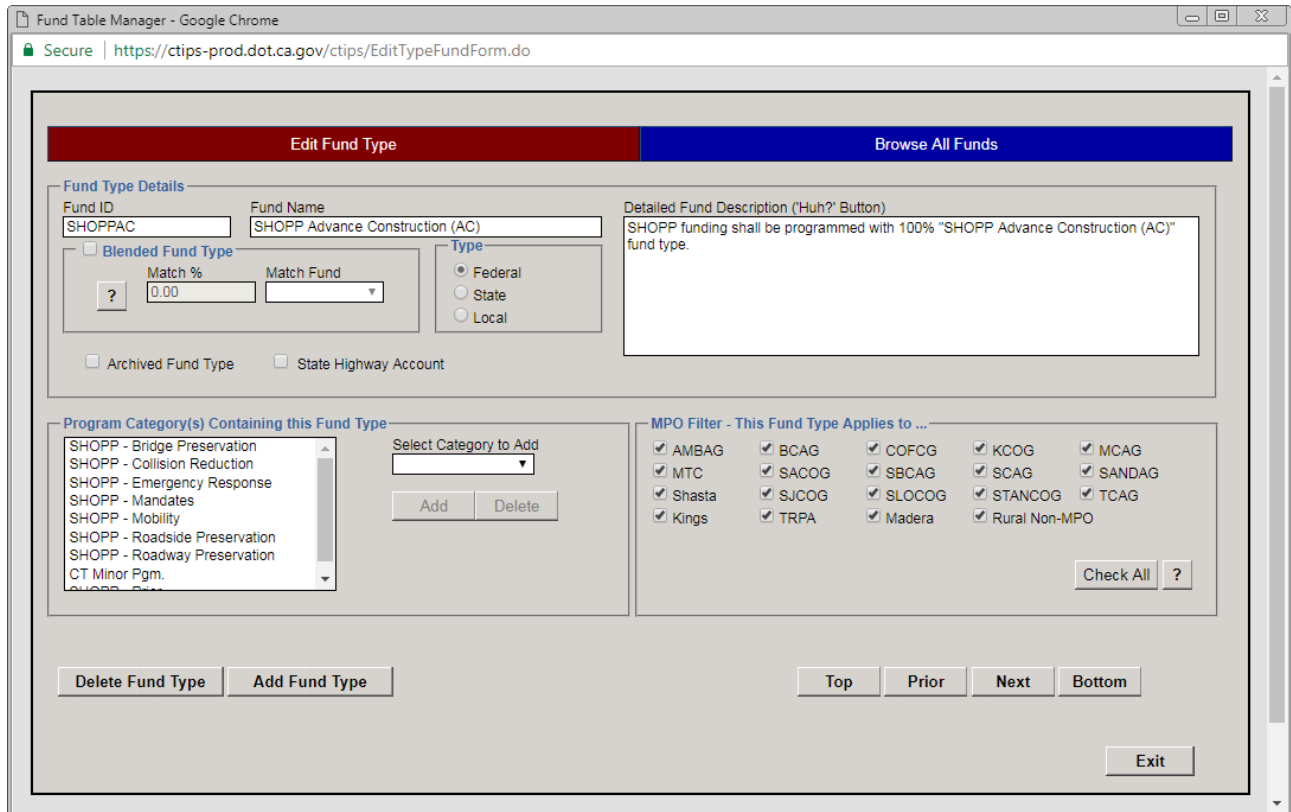
- Use the **"SHOPP Advance Construction (AC)"** fund type and select the appropriate SHOPP Program Category (e.g., Mobility, Bridge Preservation). This fund type **includes both state and federal funds**.
- Ensure **total revenue equals total programmed funding** for all SHOPP projects.



The screenshot shows the 'Fund Table Manager' web application in Google Chrome. The browser address bar shows 'ctips-prod.dot.ca.gov/ctips/BrowseAllFundsForm.do'. The application has two tabs: 'Edit Fund Type' (active) and 'Browse All Funds'. The 'Fund Type Details' section includes fields for 'Fund ID' (SHOPPAC) and 'Fund1 Name' (SHOPP Advance Construction (AC)). There is a 'Blended Fund Type' section with 'Match %' (0.00) and 'Match Fund' (dropdown). The 'Type' section has radio buttons for 'Federal' (selected), 'State', and 'Local'. A 'Detailed Fund Description' box contains the text: 'SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.' Below this are checkboxes for 'Archived Fund Type' and 'State Highway Account'. The 'Program Category(s) Containing this Fund Type' section has a list of categories on the left and a 'Select Category to Add' dropdown with 'Add' and 'Delete' buttons. The 'MPO Filter - This Fund Type Applies to ...' section has a grid of checkboxes for various MPOs, all of which are checked. At the bottom are buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

- **SHOPP Long Lead Projects:** These projects require **more than four years to develop** due to the **complexity of the environmental and Preliminary Engineering (PE) work**. MPOs may **program the PE phase** for these projects.
- **G-13 Contingency Projects:**
  - Program these projects using the **"SHOPP-AC"** fund type.
  - For **non-exempt projects**, program all phases (PE, RW and CON) in the Fiscal Year (FY) identified in the 2026 SHOPP.
  - For **exempt projects**, program the PE and RW phases in the FY shown in the 2026 SHOPP. Program CON Capital and CON Support in a future year, outside of the 2027 (or 2020) FSTIP. Once CON Capital and CON Support are approved in the SHOPP, Caltrans District FTIP Coordinators will request MPOs to program these phases in the current FSTIP.

- **Asset Management Pilot Projects:** These projects are funded from the “SHOPP-MISC” Program Category and reported on Page 1 of the Grouped Project Listing Report for your region. The project scope may include multiple work components; program these projects as line-item projects.



The screenshot shows the 'Edit Fund Type' form in the Fund Table Manager application. The form is divided into several sections:

- Fund Type Details:** Includes fields for Fund ID (SHOPPAC), Fund Name (SHOPP Advance Construction (AC)), and a Detailed Fund Description. There are also checkboxes for Blended Fund Type, Match %, Match Fund, and Type (Federal, State, Local).
- Program Category(s) Containing this Fund Type:** A list of categories including SHOPP - Bridge Preservation, SHOPP - Collision Reduction, SHOPP - Emergency Response, SHOPP - Mandates, SHOPP - Mobility, SHOPP - Roadside Preservation, SHOPP - Roadway Preservation, and CT Minor Pgm.
- MPO Filter - This Fund Type Applies to ...:** A grid of checkboxes for various MPOs including AMBAG, BCAG, COFCG, KCOG, MCAG, MTC, SACOG, SBCAG, SCAG, SANDAG, Shasta, SJCOG, SLOCOG, STANCOG, TCAG, Kings, TRPA, Madera, and Rural Non-MPO.

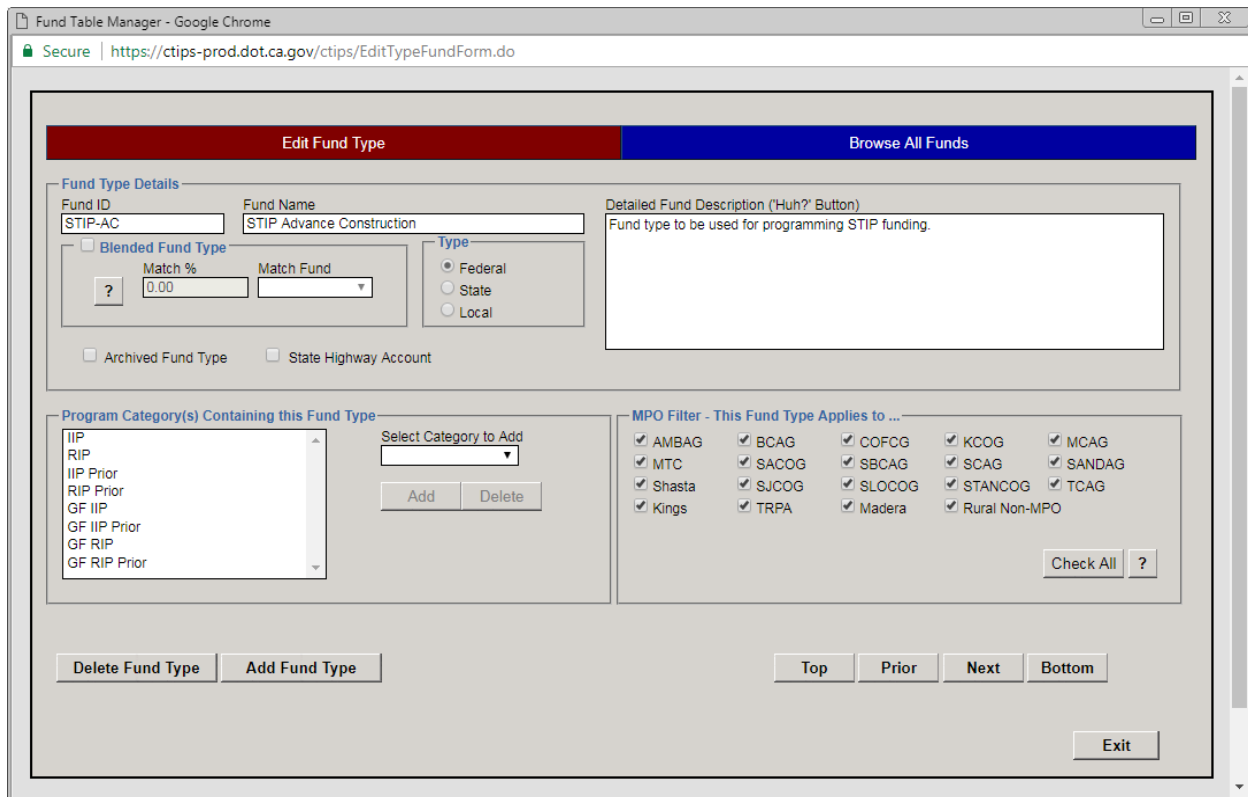
Buttons at the bottom include 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

### 2026 State Transportation Improvement Program (STIP)

The **total project cost** and **all funding sources, including non-STIP funding**, must be shown in the FTIP.

- If a project phase is programmed **outside of the 2027 FTIP period**, the **total project cost** may be documented in the **MPO comment section** or the **project description field** in CTIPS.
- When a **STIP project is transferred from the STIP into the FTIP in CTIPS** using the “CTIPS Transfer Mechanism,” **Right of Way Support and Construction Support costs** are **automatically added** to the corresponding capital costs.
- **STIP FTIP Programming Options:**
  - MPOs may **choose one of the following options for programming STIP projects**. Program only existing projects from the 2026 STIP that are to be reprogrammed in the 2026 STIP.
    - **Recommended Option #1: Use the CTC adopted 2026 STIP.**

- **Option #2:** Use CTC staff recommendations.
  - **Option #3:** Use the county and interregional share information from the 2026 Proposed STIP Fund Estimate (FE). <https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2026-stip/2026-stip-fund-estimate-all.pdf>
  - **Option #4:** For the first three years of the 2027 FTIP, program only existing projects from the 2024 STIP that are reprogrammed in the 2026 STIP. Program new STIP projects, if any, in the fourth year of the 2027 FTIP. The total programmed STIP funding in the 2027 FTIP must be constrained to the region's available STIP targets for the region per FE.
  - **Note: Options 2-4 require the MPO to process an FTIP amendment to align with the 2026 STIP once it is adopted by the CTC. The FTIP amendment must be submitted to Caltrans by September 30, 2026.**
- Ensure projects are programmed using the appropriate **"STIP Advance Construction-RIP/IIP"** fund type.
  - Any **non-STIP project funding** (e.g., Road Repair and Accountability Act funding, Proposition 1B, local funds) must be programmed **consistently with the STIP funding details in CTIPS**



The screenshot shows the 'Fund Table Manager' web application in Google Chrome. The URL is <https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do>. The page has two tabs: 'Edit Fund Type' (active) and 'Browse All Funds'.

**Fund Type Details**

Fund ID: STIP-AC      Fund Name: STIP Advance Construction

☐ **Blended Fund Type**

Match %: 0.00      Match Fund: [dropdown]

☐ Federal      ☐ State      ☐ Local

☐ Archived Fund Type      ☐ State Highway Account

**Detailed Fund Description ('Huh?' Button)**  
Fund type to be used for programming STIP funding.

**Program Category(s) Containing this Fund Type**

Select Category to Add: [dropdown]      Add      Delete

IIP  
RIP  
IIP Prior  
RIP Prior  
GF IIP  
GF IIP Prior  
GF RIP  
GF RIP Prior

**MPO Filter - This Fund Type Applies to ...**

|                                            |                                           |                                            |                                                   |                                            |
|--------------------------------------------|-------------------------------------------|--------------------------------------------|---------------------------------------------------|--------------------------------------------|
| <input checked="" type="checkbox"/> AMBAG  | <input checked="" type="checkbox"/> BCAG  | <input checked="" type="checkbox"/> COFCG  | <input checked="" type="checkbox"/> KCOG          | <input checked="" type="checkbox"/> MCAG   |
| <input checked="" type="checkbox"/> MTC    | <input checked="" type="checkbox"/> SACOG | <input checked="" type="checkbox"/> SBCAG  | <input checked="" type="checkbox"/> SCAG          | <input checked="" type="checkbox"/> SANDAG |
| <input checked="" type="checkbox"/> Shasta | <input checked="" type="checkbox"/> SJCOG | <input checked="" type="checkbox"/> SLOCOG | <input checked="" type="checkbox"/> STANCOG       | <input checked="" type="checkbox"/> TCAG   |
| <input checked="" type="checkbox"/> Kings  | <input checked="" type="checkbox"/> TRPA  | <input checked="" type="checkbox"/> Madera | <input checked="" type="checkbox"/> Rural Non-MPO |                                            |

Check All ?

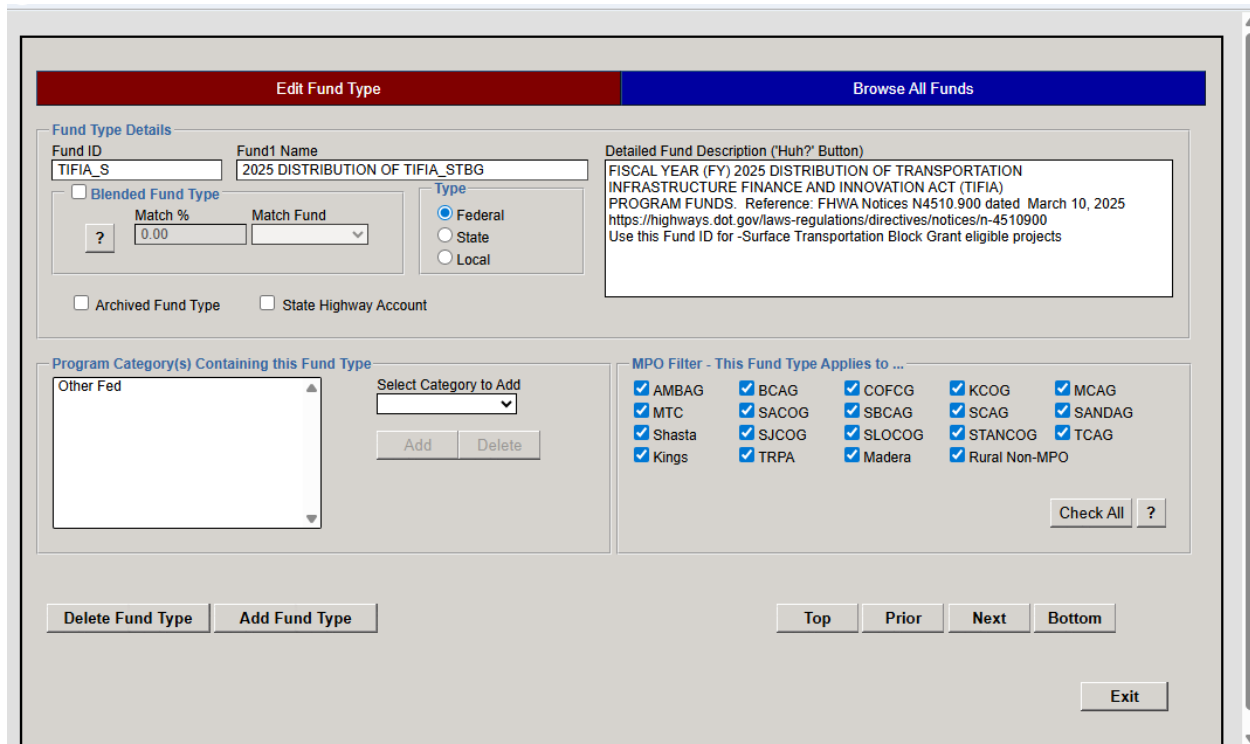
Delete Fund Type      Add Fund Type      Top      Prior      Next      Bottom      Exit

| STIP Programming Process Timeline |                                                                                  |
|-----------------------------------|----------------------------------------------------------------------------------|
| DATE                              | TASK                                                                             |
| March 2, 2026                     | CTC staff recommendations for the 2026 STIP projects are expected to be released |
| March 19-20, 2026                 | CTC adoption of the 2026 SHOPP                                                   |
| May 1, 2026                       | The 2026 STIP will be available in CTIPS for transfer into the FTIPs             |

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Select the appropriate fund type for programming projects with **TIFIA apportionments** in the FTIP. For **TIFIA loan projects**, contact the Caltrans FTIP Coordinator for the appropriate fund type.

- **Option #1: TIFIA\_S** for **STBG** eligible projects
- **Option #2: TIFIA\_T** for **transportation alternatives** eligible projects

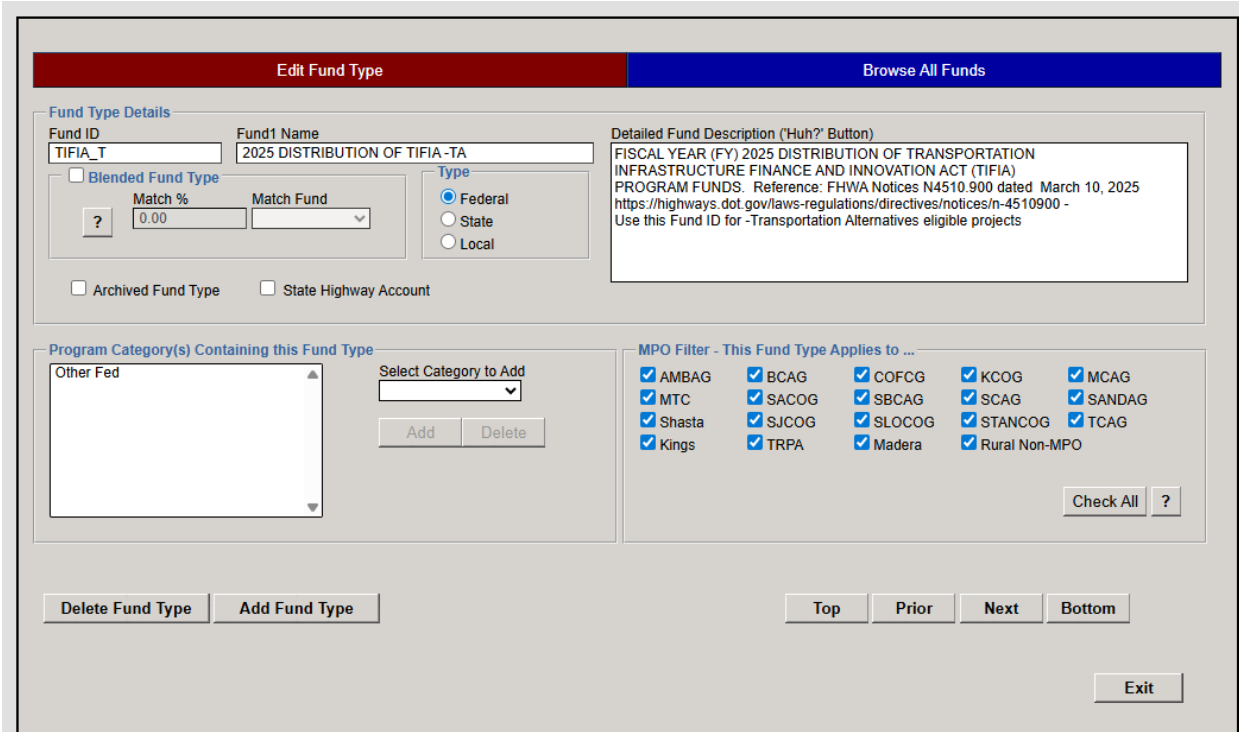


The screenshot shows the 'Edit Fund Type' interface with the following details:

- Buttons:** 'Edit Fund Type' (red), 'Browse All Funds' (blue).
- Fund Type Details:**
  - Fund ID: TIFIA\_S
  - Fund1 Name: 2025 DISTRIBUTION OF TIFIA\_STBG
  - ☐ Blended Fund Type
  - Match %: 0.00
  - Match Fund: [dropdown]
  - Type: ☒ Federal, ☐ State, ☐ Local
  - ☐ Archived Fund Type
  - ☐ State Highway Account
- Detailed Fund Description ('Huh?' Button):**

FISCAL YEAR (FY) 2025 DISTRIBUTION OF TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA) PROGRAM FUNDS. Reference: FHWA Notices N4510.900 dated March 10, 2025 <https://highways.dot.gov/laws-regulations/directives/notices/n-4510900>  
Use this Fund ID for -Surface Transportation Block Grant eligible projects
- Program Category(s) Containing this Fund Type:**
  - Other Fed [list box]
  - Select Category to Add [dropdown]
  - Add [button] Delete [button]
- MPO Filter - This Fund Type Applies to ...**

|                                            |                                           |                                            |                                                   |                                            |
|--------------------------------------------|-------------------------------------------|--------------------------------------------|---------------------------------------------------|--------------------------------------------|
| <input checked="" type="checkbox"/> AMBAG  | <input checked="" type="checkbox"/> BCAG  | <input checked="" type="checkbox"/> COFCG  | <input checked="" type="checkbox"/> KCOG          | <input checked="" type="checkbox"/> MCAG   |
| <input checked="" type="checkbox"/> MTC    | <input checked="" type="checkbox"/> SACOG | <input checked="" type="checkbox"/> SBCAG  | <input checked="" type="checkbox"/> SCAG          | <input checked="" type="checkbox"/> SANDAG |
| <input checked="" type="checkbox"/> Shasta | <input checked="" type="checkbox"/> SJCOG | <input checked="" type="checkbox"/> SLOCOG | <input checked="" type="checkbox"/> STANCOG       | <input checked="" type="checkbox"/> TCAG   |
| <input checked="" type="checkbox"/> Kings  | <input checked="" type="checkbox"/> TRPA  | <input checked="" type="checkbox"/> Madera | <input checked="" type="checkbox"/> Rural Non-MPO |                                            |
- Navigation:** Delete Fund Type, Add Fund Type, Top, Prior, Next, Bottom, Exit.



### Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction due to Emergency Events

Per [23 CFR § 667](#), Caltrans is required to conduct **statewide evaluations** to determine whether **reasonable alternatives exist** for **roads, highways, and bridges** that have required **repair or reconstruction on two or more occasions due to emergency events**.

- **These evaluations must be completed before** any affected portion of a road, highway, or bridge project is **included in the FSTIP**.
- **Summary of Caltrans Evaluation Activities:**
  - Caltrans included a **summary of transportation assets repeatedly damaged by emergency events** under the **2022 Transportation Asset Management Plan (TAMP)**. TAMP Section 5.5 and Appendix B, "Table E – Repeatedly damaged assets on the NHS," provide details of National Highway System (NHS) **locations with repeated damages assets for the period 2006-2020**:  
[https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2022-tamp-final-remediated\\_fixed\\_v2.pdf](https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2022-tamp-final-remediated_fixed_v2.pdf).
  - Caltrans also **maintains the Sites of Repeated Disaster Damage (SORRD) table**, available through the **DLA** as an attachment:  
<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667>.



- **Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the SORRD list during planning, programming, and project development to determine whether proposed projects are located at sites with repeated disaster damage.**
- **Locations with repeated disaster damage should be evaluated for potential project adjustments or new projects that incorporate one or more resiliency improvements addressing the underlying causes of the repeated damage.**
- **Guidance for MPOs—including the 23 CFR § 667 Compliance Certification Form (Resiliency Evaluation Certification), the Evaluation Form (Resiliency Worksheet), and other helpful documents—is available at the DLA's 23 CFR § 667 guidance webpage: <https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667>.**
- **MPOs and RTPAs consider the SORDD-listed locations, as well as information from completed project 23 CFR § 667 Resiliency Certifications, when developing projects on the federal aid system. Federal-aid projects may be programmed into the FTIP only after the project's 23 CFR § 667 Resiliency Certification is complete.**

## 2) MPO Board Resolution

Pursuant to [23 CFR § 450.326](#), the **FTIP must be formally approved by the MPO's governing board** and supported by certifications confirming that the metropolitan transportation planning process complies with **federal planning requirements**. FHWA/FTA planning regulations also require that the **Board Resolution** be included in the FTIP submittal for **FSTIP approval**.

- The MPO's governing board must adopt the 2027 FTIP through a **signed resolution** prior to submitting the Final FTIP to Caltrans.
- The **signed resolution** must be **included in the Final FTIP submittal package**.
- At a minimum, the resolution should certify the following:
  - **Consistence with the adopted RTP/Sustainable Communities Strategy (SCS)**
  - **Fiscal constraint**, confirming that the FTIP is financially constrained by year, **uses available or committed revenues**, and includes **analysis of maintenance and operations funding**, including strategies to address any identified shortfalls.
  - **Air quality conformity**, affirming that the FTIP complies with applicable **transportation conformity requirements**.
  - **Public participation**, certifying that the MPO followed the **Public Participation Plan** and completed the required public review and period.
  - **Adoption of the FTIP for inclusion in the FSTIP**, authorizing submittal to Caltrans for state and federal approval.



### 3) Federal Performance Measures

Include a **dedicated section** in the FTIP addressing **federal performance measures**.

- **Identify each applicable federal performance measure and the most recently adopted target** for each, including **PM 1, PM 2, PM 3, Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP)**.
- **Describe the MPO's targets** for each performance measure, indicating whether the MPO is **supporting the State's targets or establishing MPO-specific targets**.
  - For **TAM and PTASP** targets, MPOs must collect targets from transit agencies and establish a **regional target**. Describe the **methodology used** to develop the regional target.
  - Describe the **coordination efforts** undertaken to establish each performance target, including coordination with the **State, transit agencies, and other relevant partners**.
- Ensure the **FTIP performance measures section** is **consistent with the RTP**, specifically the **System Performance Report**, and includes references to the RTP or directs readers to the RTP System Performance Report for additional detail.
- Explain how the projects programmed in the FTIP are **consistent with the RTP goals, objectives, and/or strategies**.
- Explain how the projects programmed in the FTIP **align with the MPO's project selection criteria**.
- Identify and describe **FTIP-programmed projects** that help to achieve or make progress towards achieving each performance target (**PM 1, PM 2, PM 3, TAM, and PTASP**).
  - Identify the **funding program(s) and funding source(s)**.
  - Identify whether the project is located on the **NHS** (PM 2).
  - Describe **existing conditions/performance** and the **anticipated conditions/performance** upon project is implementation.
- Use the **"FTIP Performance Measures Template"** (Word file) to address the FTIP performance-measure requirements.
- Submit the **"FTIP Performance Measures Reporting Workbook"** (Excel file) to **Caltrans** with the **Draft FTIP**.

#### 4) Performance-Based Planning and Programming (PBPP)

Federal regulations require States and MPOs to use a **performance-based approach** to transportation planning and programming. States, MPOs, and transit operators must establish **performance targets** in key national performance areas.

- A key step in the **PBPP** process is MPO **decision-making to prioritize and select projects** for regional funding. MPOs must describe the **process and criteria** used to select and prioritize projects and explain how this process is **performance-based**.
- **Title 23 CFR § 450.306** defines the scope of the metropolitan planning process and includes requirement for MPOs to **establish performance targets**.
- **Title 23 CFR § 450.326** describes the development and content of the **Transportation Improvement Program (TIP)**, including performance targets requirements under [23 CFR § 450.326\(c\)](#) and [\(d\)](#).
- **MPO Project Select and Prioritization Narrative:**
  - Identify and describe the **funding sources** used by the MPO to **select and program projects**.
  - Describe whether project selection is conducted through a **competitive process**, including whether the MPO **conducts a call for projects**.
  - If a competitive call for projects is **not** used, explain how projects are **prioritized and selected** for funding within the region.
  - Identify and describe the **scoring criteria, evaluation methods or analyses** used to select projects, and explain how these criteria are **linked to federal and regional performance measures**.

#### 5) Financial Summary Documentation

- Financial (fiscal) constraint is a fundamental requirement of the **statewide and metropolitan transportation planning processes**. Fiscal constraint means that the RTP, FTIP, and FSTIP include sufficient financial information to demonstrate that all programmed projects can be implemented using **committed, available, or reasonably available** Federal, State, local, and private revenues, while ensuring the **federally supported transportation system is adequately operated and maintained**.
- **In air quality nonattainment and maintenance areas**, projects included in the **first two years** of the FTIP and FSTIP must be funded with "**available**" or "**committed**" funds.
  - **Available funds** are derived from an existing source historically used for transportation purposes, such as federally authorized and/or appropriated funds.
  - **Committed funds** are revenues that have been formally dedicated or obligated for transportation purposes. In these areas, **fiscal constraint must**

**be demonstrated in the RTP and FTIP prior to a transportation conformity determination.**

- Additional guidance on fiscal constraint is available from FHWA:
  - Clarifying Fiscal Constraint Guidance:  
[https://www.fhwa.dot.gov/planning/clarify\\_fiscal\\_constraint.cfm](https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm)
  - Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers:  
<https://www.fhwa.dot.gov/planning/fscicntrntques.cfm>
- **FTIP Financial Requirements**  
The MPO must prepare fiscally constrained FTIP and:
  - Program **CMAQ, STBGP, and Carbon Reduction Program (CRP)** funded projects **up to the annual apportionment level** for the region.
  - Program projects from various **Caltrans-managed state funding programs** consistent with **project listings provided by Caltrans**.
  - Include the **FTIP Financial Summary Tables** in the **Draft FTIP** for public review. Any **borrowing or loaning of apportionments** must be noted in the financial summary table footnotes, consistent with agreements executed by DLA.
  - Submit the **Financial Summary Tables dated February 13, 2026**, as part of the Final FTIP submitted to **Caltrans**.
- **Maintenance and Operations Costs**
  - Include an **analysis of revenues dedicated to the maintenance and operation of the federal-aid system** in the financial plan.
  - Describe the **basis for the revenue calculations**, identify any **anticipated shortfalls**, and explain the **strategies or actions planned to address funding gaps**.

## 6) Air Quality Analysis and Determination

MPOs should include an **Air Quality Conformity Analysis and Determination** in the FTIP to ensure that all federal funded and regionally significant transportation projects comply with the Clean Air Act (CAA) and related federal regulations. This requirement demonstrates that transportation planning and programming activities do not **delay or interfere with the achievement of air quality standards**.

- The full **Air Quality Analysis and Determination** should document methodology, assumptions and modeling used to assess emissions impacts.
- **Analysis** should be included for all **non-attainment and maintenance areas within the MPO region** and demonstrate that **emissions from are within the State Implementation Plans (SIPs)**.
- The **Conformity Determination** should provide a formal statement **confirming the FTIP conforms to applicable air quality requirements**, be **MPO Board approved** and included in the **FTIP submittal**.

- The **Conformity Analysis Checklist for MPO Transportation Improvement Plans (TIPs)/Regional Transportation Improvement Plans (RTPs)** must be included and **verify all required elements** are addressed.
- Inclusion of the air quality analysis satisfies [23 U.S.C. § 134](#) and [49 U.S.C. § 5303](#) and the implementing regulations in [40 CFR § 93](#), which require that MPOs in nonattainment and maintenance areas demonstrate that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs).
- Including the conformity analysis ensures **transparency** allowing all partners to review how transportation investments affect air quality and regional goals.

## 7) Federal Planning Finding (FPF) Requirements

### MPO Grouped Project Certification Letter (2025 FPF #1)

- MPOs must submit a **Grouped Project Listing Certification Letter** certifying that **grouped project listings comply with all applicable federal requirements**.
  - Reference "Caltrans' Guidance for Programming Grouped Project Listings\_09-19-25;" **(See Attachment A)**
  - Reference "Caltrans' Request for MPO Certification Letter\_09-08-25" **(See Attachment B)**
- The certification letter must:
  - Be prepared on the **MPO's official letterhead**
  - Be **dated and signed** by the MPO's **Executive Director or their designated representative**
  - Be included with the **Final FTIP submittal** to Caltrans

### Grouping of FTA-Funded Projects (2025 FPF #2)

- When grouping **FTA-funded projects**, MPOs should reference the **"Best Practices for Group Project Listings for Transit Projects."** **(See Attachment C)**

### Programming Federal Discretionary Grant Projects (2025 FPF #5)

- MPOs must include all **regionally administered federal discretionary grant-funded projects** in FTIP submittals

## 8) Public Participation Process/Interagency Consultation

- The MPO must ensure that the FTIP explicitly states that the **public involvement activities and public review comment period** for the FTIP **satisfy the Program of Projects (POP) public participation requirements** for the [FTA 5307 Program](#).
- The FTIP public involvement process may be used to satisfy the public participation requirement for development of the POP for the FTA 5307 Program, provided the following conditions are met:
  - The **transit recipient coordinates** with the MPO,
  - The **public is clearly informed** that the **FTIP public participation process** is being used to satisfy the **POP public involvement requirements**.
- MPOs must include a description in the FTIP explaining how they coordinate their

programming process with Federal Land Management Agencies (FLMAs) in the region. This description should include:

- Projects that improve access to federal lands, and
- Any **federal funding sources** for projects coordinated with FLMAs.
- **MPOs and Caltrans must coordinate with FLMAs** throughout the **transportation planning and project programming process**, particularly for **infrastructure and connectivity needs** related to:
  - **Access routes**, and
  - **Public roads and transportation services connecting to Federal lands.**
- Through joint coordination, **Caltrans, MPOs, Tribal Governments, FLMAs, and local agencies** should:
  - Promote **integration of transportation planning activities**,
  - Develop **cross-cutting State and MPO long-range transportation plans, programs, and corridor studies**, and
  - Coordinate with the **Office of Federal Lands Highway (FLH)** transportation plans and programs.
- Agencies **should explore opportunities to leverage transportation funding** to support **access and transportation needs of FLMAs before projects are programmed** in the **FTIP and FSTIP**.
- **MPOs must appropriately involve FLMAs** in the development of both the **RTP and the FTIP** in accordance with [23 CFR § 450.316\(d\)](#).
- Additionally, the **Tribal Transportation Program (TTP), Federal Lands Transportation Program (FLTP), and Federal Lands Access Program (FLAP) TIPs** must be **included in the FSTIP**, either **directly or by reference**, after FHWA approval consistent with [23 U.S.C. § 201\(c\)](#) and [23 CFR § 450.218\(e\)](#).

## 9) Expedited Project Selection Procedures (EPSP)

- EPSPs allow an MPO to **advance or select eligible projects** within the adopted FTIP using a **pre-approved selection process without requiring a full FTIP amendment**, provided federal planning requirements continue to be satisfied.
- Documenting EPSP in the FTIP promotes transparency by clearly describing the circumstances and procedures under which projects may be selected, replaced, or advanced while maintaining compliance with federal planning and programming regulations.
- EPSP must:
  - Be **described** in the adopted FTIP
  - Be **consistent** with the MPO's public participation procedures
  - **Maintain financial constraint** of the FTIP
  - **Remain consistent** with the adopted RTP
  - **Follow applicable conformity requirements**
- EPSP may be used for project selection from an **eligible project pool, grouped**

project listings, or other pre-identified program categories consistent with [23 CFR § 450.332\(c\)](#).

- EPSP may only be used when:
  - The **total federal funding programmed within the applicable funding category and fiscal year does not increase**, and
  - **Financial constraint** of the FTIP is **maintained**.
- In **nonattainment and maintenance areas**, projects subject to transportation conformity ([40 CFR § 93](#)) must already be **included in the conforming regional emissions analysis or otherwise meet conformity exemption criteria**. If a conformity determination is **required**, the **action must be processed as an FTIP amendment**.
- **Changes** that affect **fiscal constraint**, require a **new conformity determination**, or require **additional public review** must be processed as a **formal FTIP amendment** with FHWA/FTA approval.

#### 10) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Surface Transportation Block Grant Program (STBGP)

- Providing web links to CMAQ and STBGP project selection procedures supports transparency in the FTIP development process and allows Caltrans, FHWA, and FTA to verify eligibility, selection methodology, and consistency with federal performance-based planning requirements.
  - Refer to “**Caltrans’ Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs**” (See Attachment E)
- For **CMAQ-funded** projects, the MPO project selection process must document how projects:
  - Meet **federal eligibility** requirements under [23 USC § 149](#)
  - Support the **reduction of transportation-related emissions**
  - Contribute toward **attainment or maintenance of National Ambient Air Quality Standards (NAAQS)**
  - Are evaluated using **emissions benefits or performance measures**
- MPOs must also provide **project-level information** requested by Caltrans to support:
  - The FHWA **CMAQ Performance Plan**
  - The FHWA **Annual CMAQ Obligations Report**, including post-completion project tracking
- For **STBGP-funded projects**, the project selection process should describe how projects:
  - Are evaluated across a **broad range of eligible project types**
  - Support **regional transportation goals and priorities** identified in the RTP



- Are selected in a manner that is **flexible, performance-informed, and consistent with adopted project selection criteria.**

### 11) FTIP Amendment Process

Include a **description** of the MPO's **FTIP amendment process.**

- The **FTIP amendment process** should include:
  - An explanation of the **criteria used to determine when a formal amendment is required** versus when an **administrative modification** is appropriate
  - A description of the **public participation process for FTIP amendments**
  - An explanation of **how administrative modifications and formal amendments are approved**, including identification of the approving authority.

### 12) Consistency with State Managed Programs Project Lists

- Caltrans' Federal Programming and Data Management Office (OFPDM) will provide MPOs with the most **current listings** of projects from Caltrans managed **federal and state programs** (e.g., Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as they become available.
- MPOs must **incorporate these projects into the FTIP** using the most recent information provided by Caltrans.
- Because these projects are administered by Caltrans, MPOs **should not independently alter project scope, funding, or schedule.** Any proposed changes must be coordinated with Caltrans prior to FTIP submittal.
- Prior to FTIP submittal, MPOs must **reconcile the FTIP with Caltrans-provided statewide program listings.** All discrepancies must be resolved before the FTIP can be incorporated into the FSTIP.
- For assistance, contact: [FSTIP@dot.ca.gov](mailto:FSTIP@dot.ca.gov).

### 13) Verify Links

Accurate and functional links support **efficient review and approval** of the FTIP.

Links are used by **Caltrans, FHWA** and **FTA** to verify federal and state requirements, supporting documentation, and referenced plans, reports and certifications.

### 14) Electronic FSTIP (E-FSTIP)

To streamline and expedite the submittal and approval of the FSTIP, Caltrans implemented Electronic Submittal and Approval of the FSTIP (E-FSTIP).

- The **E-FSTIP** enables **MPOs, Caltrans, FHWA and the FTA** to **electronically submit and approve the FSTIP, FTIPs, and FTIP amendments.**
- MPOs must **submit their 2027 FTIPs, FTIP amendments, administrative modifications, and air quality conformity determinations** to Caltrans by **uploading the documents into the California Transportation Improvement**

**Program System (CTIPS)** to obtain **state and federal approvals**.

- **Caltrans' approval** of federal programming documents in **CTIPS** constitutes the **State's approval** of **FTIPs and FTIP amendments** for inclusion in the **FSTIP**.
- **FHWA's and FTA's entry of an approval date in CTIPS** constitutes **federal approval** of the **FSTIP, FTIP amendments, and associated air quality conformity determinations**.
- Use the "**E-FSTIP Amendment Approval Procedures for MPOs**" for instructions on **uploading FTIP and FTIP amendments into CTIPS**. (See Attachment F)

**Attachments:**

- **Attachment A:** Caltrans' Guidance for Programming Grouped Project Listings\_09-19-25
- **Attachment B:** Caltrans' Request for MPO Certification Letter\_09-08-25
- **Attachment C:** Best Practices for Use of Group Project Listings for Transit Projects
- **Attachment D:** Caltrans' Toll Credit Use Policy
- **Attachment E:** Caltrans' Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs
- **Attachment F:** E-FSTIP Amendment Approval Procedures for MPOs

*\*Disclaimer: This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per [23 CFR § 450](#).\**



## GUIDANCE FOR PROGRAMMING GROUPED PROJECT LISTINGS

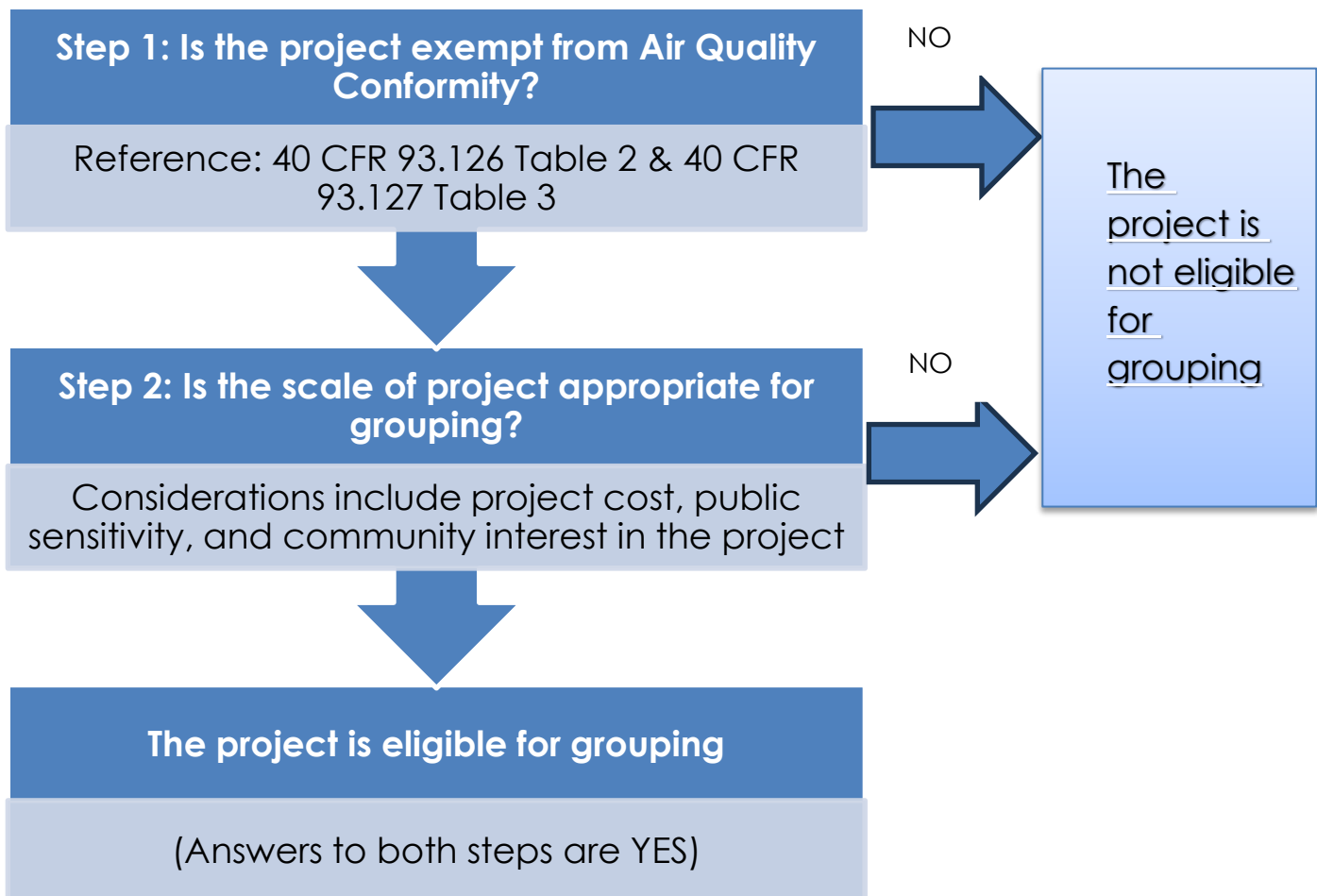
### Purpose

This document provides statewide guidance for all Metropolitan Planning Organizations (MPOs) and rural non-MPOs on appropriately programming grouped project listings in air quality non-attainment or maintenance areas for inclusion in their Federal Transportation Improvement Programs (FTIPs). This guidance ensures compliance with federal requirements and promotes consistency across MPO regions.

### Suggested Guidelines and Procedures

1. Determine whether a project may be eligible for inclusion in a grouped project listing using the flow chart. The flow chart walks through a step-by-step decision process based on federal requirements. Projects ineligible for grouping must be programmed individually in the FTIP/FSTIP.

### **Flow Chart: Analysis for grouping projects in air quality non-attainment or maintenance areas**



2. Description of the grouped project listings. For the purposes of entry into the California Transportation Improvement Program System (CTIPS), this section can be found on the "Project Definition" tab in the "Location & Description" box and shall include appropriate exempt project classification/s per 40 CFR Part 93.126 Table 2 and 93.127 Table 3.
  - a. Reference the pre-approved list of grouped project listings. If the proposed grouped project listing is different from the list, the MPO shall contact Caltrans' Federal Programming FTIP/FSTIP Coordinators, FHWA or FTA prior to programming the new grouped project listing in the FTIP.
  - b. The "Project Definition" tab in CTIPS includes a sub section for "Conformity" that should be completed as appropriate, including the drop downs for "Air Basin" and "EPA Table 2 & 3-Exempt Category." Due to CTIPS limitations, only one exempt project classification per 40 CFR Part 93.126 and 93.127 can be selected. If the selected pre-approved grouped project listing has multiple exempt project classifications, leave the box blank in CTIPS.
3. Projects may be further grouped by grantee/agency or by geographic area provided the grouped project listing is consistent with the project listings in the pre-approved list.
  - a. Projects cannot be grouped by a particular fund type or funding program in the FTIP.
4. Detailed project listings or back-up listings for any grouped project that is programmed or amended in an FTIP must be included in the uploaded document in CTIPS.
  - a. Detailed project listings shall contain individual project information with sufficient description to accurately identify scope, implementing agency, location, limits of the project (if any), program year and the total project cost.
  - b. Reference the "Detailed Project Listings Format" to create the back-up listings. The template is shared to show the minimum details needed in the back-up listings. MPOs have an option to add additional details if necessary. When Caltrans provides detailed projects listings for State Managed Programs (Examples: Highway Bridge Programs, Highway Safety Improvement Programs) to MPOs, MPOs can use the detailed projects listings directly without transferring the details to the template. Total cost of the projects including funding for all project phases from the detailed project listing shall be programmed under the construction phase in the FTIP.



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5. Projects funded from the Federal Transit Administration (FTA) can be grouped if the detailed project list is readily available to the FTA and the public.
  - a. The detailed project list must be included by MPO in the FTIP and/or FTIP Amendment when circulated for public review.
6. Projects with multiple FTA Urbanized Areas (UZAs) and with multiple FTA fund types can be grouped if the grouped projects meet the requirements of #5.

### Background

Title 23, Code of Federal Regulations (CFR), Section 450.218(j) allows projects that are not considered to be of appropriate scale for individual identification in the Federal Transportation Improvement Program (FTIP) may be grouped by function, work type or geographic region using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.

MPOs may find grouping projects to offer some advantages and flexibility when amending projects in the FTIP/FSTIP. New projects can be added to an existing grouped project listing through administrative modifications in accordance with the Amendment and Administrative Modification Guidelines. For non-FTA funded projects, the detailed project lists may be revised without the need for amendments or administrative modifications if the revisions do not result in changes to the total grouped project costs. However, MPOs must update the detailed project lists to reflect the revision and furnish them to the respective FTIP/FSTIP Coordinators at Caltrans, Federal Highway Administration (FHWA) and FTA along with a cover letter.

This guidance is for programming grouped project listings for MPOs and the rural-non MPO areas that are classified as either air quality non-attainment or maintenance areas. The grouped project listings must be consistent with the exempt project classification contained in the Environmental Protection Agency's (EPA) Transportation Conformity Regulation (40CFR part 93). It is the MPO's responsibility to determine the eligibility of projects to be included in grouped project listings. The MPO shall consult with Caltrans' Federal Programming FTIP/FSTIP Coordinators, FHWA or FTA if clarification is needed regarding the eligibility of project grouping.

### Attachments

1. Pre-Approved Group Project Listings
2. Detailed Project Listings Format

| Pre-Approved Group Project Listings |                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                   | Group Projects Listing Name                                                           | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1                                   | <b>Grouped Projects for Bridge Rehabilitation and Reconstruction</b><br>SHOPP Program | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2                                   | <b>Grouped Projects for Safety Improvements</b><br>SHOPP Collision Reduction Program  | <p><b>Scope:</b></p> <p>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Guardrails, median barriers, crash cushions</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |

| Pre-Approved Group Project Listings |                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                   | Group Projects Listing Name                                                      | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3                                   | <b>Grouped Projects for Safety Improvements</b><br>SHOPP Mandates Program        | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Guardrails, median barriers, crash cushions</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |
| 4                                   | <b>Grouped Projects for Emergency Repair</b><br>SHOPP Emergency Response Program | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.</li> </ul> <p>Note: This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period</p>                                                                                                                                                                                                                                                           |

| Pre-Approved Group Project Listings |                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                   | Group Projects Listing Name                                                                                  | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5                                   | <b>Grouped Projects for Safety Improvements</b><br>SHOPP Mobility Program                                    | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices, and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |
| 6                                   | <b>Grouped Projects for Shoulder Improvements</b><br>SHOPP Roadside Preservation Program                     | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Fencing</li> <li>• Safety roadside rest areas</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7                                   | <b>Grouped Projects for Pavement resurfacing and/or Rehabilitation</b><br>SHOPP Roadway Preservation Program | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Pavement resurfacing and/or rehabilitation</li> <li>• Emergency relief (<a href="#">23 U.S.C. 125</a>)</li> <li>• Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                      |
| 8                                   | <b>Grouped Projects for Bridge Rehabilitation and Reconstruction</b><br>Highway Bridge Program (HBP)         | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Pre-Approved Group Project Listings |                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                   | Group Projects Listing Name                                                             | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9                                   | <b>Grouped Projects for Safety Improvements</b>                                         | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |
| a                                   | <b>Grouped Projects for Safety Improvements</b><br>Safe Routes to School (SRTS) Program | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |

| Pre-Approved Group Project Listings |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| #                                   | Group Projects Listing Name                                                                   | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| b                                   | <b>Grouped Projects for Safety Improvements</b><br>Safe Routes to School (SR2S) State Program | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |
| 10                                  | <b>Grouped Projects for Safety Improvements</b><br>Highway Safety Improvement Program (HSIP)  | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |



| Pre-Approved Group Project Listings |                                                                                                 |                                                                                                                                                                                                                                     |
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| #                                   | Group Projects Listing Name                                                                     | Project Description                                                                                                                                                                                                                 |
| 11                                  | <b>Grouped Projects for Railroad/Highway Crossing</b>                                           | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Railroad/highway crossing</li> </ul>                                                    |
| 12                                  | <b>Grouped Projects for Safety Improvements on High-Risk Rural Roads (HRRR)</b><br>HRRR Program | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Safer non-Federal-aid system roads</li> </ul>                                           |
| 13                                  | <b>Grouped Projects for Hazard Elimination Program</b>                                          | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Projects that correct, improve, or eliminate a hazardous location or feature</li> </ul> |
| 14                                  | <b>Grouped Projects for Safer Non-Federal-Aid System Roads</b>                                  | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Safer non-Federal-aid system roads</li> </ul>                                           |
| 15                                  | <b>Grouped Projects for Shoulder Improvements</b>                                               | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Shoulder improvements</li> </ul>                                                        |
| a                                   | <b>Grouped Projects for Shoulder Improvements on the State Highway System</b>                   | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Shoulder improvements</li> </ul>                                                        |
| b                                   | <b>Grouped Projects for Shoulder Improvements on the Local Roads System</b>                     | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Shoulder improvements</li> </ul>                                                        |
| c                                   | <b>Grouped Projects for Shoulder Improvements in xxx County/City</b>                            | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Shoulder improvements</li> </ul>                                                        |

| Pre-Approved Group Project Listings |                                                                                                                           |                                                                                                                                                                                                   |
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| #                                   | Group Projects Listing Name                                                                                               | Project Description                                                                                                                                                                               |
| 16                                  | <b>Grouped Projects for Increasing Sight Distance</b>                                                                     | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Increasing sight distance</li> </ul>                  |
| a                                   | <b>Grouped Projects for Increasing Sight Distance on the State Highway System</b>                                         | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Increasing sight distance</li> </ul>                  |
| b                                   | <b>Grouped Projects for Increasing Sight Distance on the Local Roads System</b>                                           | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Increasing sight distance</li> </ul>                  |
| c                                   | <b>Grouped Projects for Increasing Sight Distance in xxx County/City</b>                                                  | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Increasing sight distance</li> </ul>                  |
| 17                                  | <b>Grouped Projects for Pavement Resurfacing and/or Rehabilitation</b>                                                    | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul> |
| a                                   | <b>Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System</b>                        | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul> |
| b                                   | <b>Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System</b><br>Highway Maintenance | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul> |
| c                                   | <b>Grouped Projects for Pavement resurfacing and/or Rehabilitation on the Local Roads System</b>                          | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul> |
| d                                   | <b>Grouped Projects for Pavement Resurfacing and/or Rehabilitation in xxx County/City</b>                                 | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul> |

| Pre-Approved Group Project Listings |                                                                                                                                       |                                                                                                                                                                                                                                          |
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| #                                   | Group Projects Listing Name                                                                                                           | Project Description                                                                                                                                                                                                                      |
| e                                   | <b>Grouped Projects for Pavement Resurfacing and/or Rehabilitation</b><br>American Recovery and Reinvestment Act (ARRA) or xxx Funded | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul>                                        |
| f                                   | <b>Grouped Projects for Pavement Resurfacing and/or Rehabilitation</b><br>Asphalt Concrete (AC) Overlays                              | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement resurfacing and/or rehabilitation</li> </ul>                                        |
| 18                                  | <b>Grouped Projects for Pavement Marking Demonstration</b>                                                                            | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Pavement marking</li> </ul> Note: Includes pavement marking demonstration projects           |
| 19                                  | <b>Grouped Projects for Emergency Truck Pullovers</b>                                                                                 | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Emergency truck pullovers</li> </ul>                                                         |
| 20                                  | <b>Grouped Projects for Widening Narrow Pavements or Reconstructing Bridges</b>                                                       | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> </ul>  |
| a                                   | <b>Grouped Projects for Non-Capacity Widening</b>                                                                                     | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</li> </ul> |
| 21                                  | <b>Grouped Projects for Truck Climbing Lanes</b>                                                                                      | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Truck climbing lanes outside the urbanized area</li> </ul>                                   |

| Pre-Approved Group Project Listings |                                                                                                       |                                                                                                                                                                                                                                             |
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| #                                   | Group Projects Listing Name                                                                           | Project Description                                                                                                                                                                                                                         |
| 22                                  | <b>Grouped Projects for Skid Treatments</b>                                                           | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Projects categories: <ul style="list-style-type: none"> <li>• Skid treatments</li> </ul>                                                                    |
| 23                                  | <b>Grouped Projects for Safety Roadside Rest Areas</b>                                                | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Projects categories: <ul style="list-style-type: none"> <li>• Safety roadside rest areas</li> </ul>                                                         |
| 24                                  | <b>Grouped Projects for Railroad/Highway Crossing Warning Devices</b>                                 | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Project categories: <ul style="list-style-type: none"> <li>• Railroad/highway crossing warning devices</li> </ul>                                           |
| 25                                  | <b>Grouped Projects for Traffic Control Devices and Operating Assistance Other Than Signalization</b> | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Projects categories: <ul style="list-style-type: none"> <li>• Traffic control devices and operating assistance other than signalization projects</li> </ul> |
| a                                   | <b>Grouped Projects for Traffic Control Devices and Operating Assistance</b>                          | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Projects categories: <ul style="list-style-type: none"> <li>• Traffic control devices and operating assistance other than signalization projects</li> </ul> |
| b                                   | <b>Grouped Projects for Traffic Control Devices</b>                                                   | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Projects categories: <ul style="list-style-type: none"> <li>• Traffic control devices and operating assistance other than signalization projects</li> </ul> |
| 26                                  | <b>Grouped Projects for Increasing Sight Distance</b>                                                 | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt<br>Projects categories: <ul style="list-style-type: none"> <li>• Increasing sight distance</li> </ul>                                                          |

| Pre-Approved Group Project Listings |                                                                               |                                                                                                                                                                                                                                            |
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| #                                   | Group Projects Listing Name                                                   | Project Description                                                                                                                                                                                                                        |
| 27                                  | <b>Grouped Projects for Fencing</b>                                           | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Fencing</li> </ul>                                                                             |
| 28                                  | <b>Grouped Projects for Lighting Improvements</b>                             | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Lighting improvements</li> </ul>                                                               |
| 29                                  | <b>Grouped Projects for Ride-Sharing and Van-Pooling</b>                      | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Continuation of ride-sharing and van-pooling promotion activities at current levels</li> </ul> |
| 30                                  | <b>Grouped Projects for Bicycle and Pedestrian Facilities</b>                 | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                                   |
| a                                   | <b>Grouped Projects for Bicycle Facilities</b>                                | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                                   |
| b                                   | <b>Grouped Projects for Pedestrian Facilities</b>                             | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                                   |
| c                                   | <b>Grouped Projects for Bicycle and Pedestrian Facilities Funded with xxx</b> | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                                   |

| Pre-Approved Group Project Listings |                                                                                       |                                                                                                                                                                                                                                  |
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| #                                   | Group Projects Listing Name                                                           | Project Description                                                                                                                                                                                                              |
| d                                   | <b>Grouped Projects for Bicycle and Pedestrian Facilities in xxx County/City</b>      | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                            |
| e                                   | <b>Grouped Projects for Bicycle and Pedestrian Facilities</b><br>Motorized            | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                            |
| f                                   | <b>Grouped Projects for Bicycle and Pedestrian Facilities</b><br>Non-Motorized        | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Bicycle and pedestrian facilities</li> </ul>                                            |
| 31                                  | <b>Grouped Projects for Noise Attenuation</b>                                         | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Noise attenuation.</li> </ul>                                                           |
| 33                                  | <b>Grouped Projects for Safety Improvements</b>                                       | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Projects that correct, improve, or eliminate a hazardous location or feature</li> </ul> |
| 34                                  | <b>Grouped Projects for Safety Improvements</b><br>Safer Non-Federal-Aid System Roads | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Safer non-Federal-aid system roads</li> </ul>                                           |

| Pre-Approved Group Project Listings |                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| #                                   | Group Projects Listing Name                                                                                         | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 35                                  | <b>Grouped Projects for Safety Improvements</b><br>Safer Roads - Inclusive of Federal-Aid and Non-Federal-Aid Roads | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Intersection signalization projects at individual intersections</li> </ul> |
| 37                                  | <b>Grouped Projects for Directional and Informational Signs</b>                                                     | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Directional and informational signs</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| a                                   | <b>Grouped Projects for Directional and Informational Signs Funded with xxx</b>                                     | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Directional and informational signs</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| b                                   | <b>Grouped Projects for Directional and Informational Signs in xxx County/City</b>                                  | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Directional and informational signs</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Pre-Approved Group Project Listings |                                                                                               |                                                                                                                                                                                                                                                                                                          |
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| #                                   | Group Projects Listing Name                                                                   | Project Description                                                                                                                                                                                                                                                                                      |
| c                                   | <b>Grouped Projects for Directional and Informational Signs on the Federal-Aid System</b>     | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Directional and informational signs</li> </ul>                                                                                                               |
| d                                   | <b>Grouped Projects for Directional and Informational Signs on the Non-Federal-Aid System</b> | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Directional and informational signs</li> </ul>                                                                                                               |
| 38                                  | <b>Grouped Projects for Sign Removal</b>                                                      | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Sign removal</li> </ul>                                                                                                                                      |
| 39                                  | <b>Grouped Projects for Plantings, Landscaping, etc.</b>                                      | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Plantings, landscaping, etc.</li> </ul>                                                                                                                      |
| 40                                  | <b>Grouped Projects for the Acquisition of Scenic Easements</b>                               | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Project categories:<br><ul style="list-style-type: none"> <li>Acquisition of scenic easements</li> </ul>                                                                                                                    |
| 41                                  | <b>Grouped Projects for Emergency or Hardship Advance Land Acquisitions</b>                   | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Emergency or hardship advance land acquisitions (<a href="#">23 CFR 710.503</a>)</li> </ul>                                                                  |
| 42                                  | <b>Grouped Projects for Engineering</b>                                                       | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br><ul style="list-style-type: none"> <li>Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action (non-capacity increasing)</li> </ul> |



| Pre-Approved Group Project Listings |                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| #                                   | Group Projects Listing Name                                                 | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 43                                  | <b>Grouped Projects for Planning Activities</b>                             | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                           |
| 44                                  | <b>Grouped Projects for Grants for Training and Research Programs</b>       | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>Grants for training and research programs</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 45                                  | <b>Grouped Projects for Planning and Technical Studies</b>                  | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>Planning and technical studies</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 46                                  | <b>Grouped Projects for Specific Activities Not Leading to Construction</b> | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>Specific activities which do not involve or lead directly to construction, such as: <ul style="list-style-type: none"> <li>Planning and technical studies</li> <li>Grants for training and research programs</li> <li>Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>Federal-aid systems revisions</li> </ul> </li> <li>Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action</li> </ul> |
| 47                                  | <b>Grouped Projects for Transportation Enhancement Activities</b>           | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <p>Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)</p>                                                                                                                                                                                                                                                                                                                                                                            |

| Pre-Approved Group Project Listings |                                                                                                                                 |                                                                                                                                                                                                                                                                                                                  |
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| #                                   | Group Projects Listing Name                                                                                                     | Project Description                                                                                                                                                                                                                                                                                              |
| 48                                  | <b>Grouped Projects for Emergency Repair</b>                                                                                    | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes                                             |
| 49                                  | <b>Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way</b> | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way (non-capacity Increasing)                                                                               |
| 50                                  | <b>Grouped Projects for Reconstruction or Renovation of Transit Buildings and Structures</b>                                    | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) (non-capacity Increasing) |
| 51                                  | <b>Grouped Projects for Construction of Small Passenger Shelters and Information Kiosks</b>                                     | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Construction of small passenger shelters and information kiosks                                                                                                                                             |
| 52                                  | <b>Grouped Projects for Construction or Renovation of Power, Signal, and Communications Systems</b>                             | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Construction or renovation of power, signal, and communications systems                                                                                                                                     |
| 53                                  | <b>Grouped Projects for the Purchase of Operating Equipment for Vehicles</b>                                                    | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                                                         |

| Pre-Approved Group Project Listings |                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| #                                   | Group Projects Listing Name                                                                                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 54                                  | <b>Grouped Projects for Purchase of Office, Shop, and Operating Equipment for Existing Facilities</b>                             | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Purchase of office, shop, and operating equipment for existing facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 55                                  | <b>Grouped Projects for Rehabilitation of Transit Vehicles</b>                                                                    | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Rehabilitation of transit vehicles (In PM <sub>10</sub> and PM <sub>2.5</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan)                                                                                                                                                                                                                                                                                                                                                                                |
| 56                                  | <b>Grouped Projects for Purchase of Support Vehicles</b>                                                                          | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Purchase of support vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 57                                  | <b>Grouped Projects for Operating Assistance to Transit Agencies</b>                                                              | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Operating assistance to transit agencies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 58                                  | <b>Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for Minor Expansions of the Fleet</b> | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: <ul style="list-style-type: none"> <li>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. (In PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan)</li> </ul> Note: Minor expansions include changing the number of transit vehicles purchased by 25% or less, and changes to the fuel type of transit vehicles. MPOs need to present the change through Interagency Consultation to confirm the change in scope is minor.) |

| Pre-Approved Group Project Listings |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                   | Group Projects Listing Name                                                                                                        | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 59                                  | <b>Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Minor Program</b> | <p><b>Scope:</b><br/>Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:</p> <ul style="list-style-type: none"> <li>• Railroad/highway crossing</li> <li>• Safer non-Federal-aid system roads</li> <li>• Shoulder improvements</li> <li>• Traffic control devices and operating assistance other than signalization projects</li> <li>• Pavement marking</li> <li>• Truck climbing lanes outside the urbanized area</li> <li>• Lighting improvements</li> <li>• Emergency truck pullovers</li> <li>• Pavement resurfacing and/or rehabilitation</li> <li>• Emergency relief (<a href="#">23 U.S.C. 125</a>)</li> <li>• Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> <li>• Bicycle and pedestrian facilities</li> </ul> <p>Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br/>Intersection signalization projects at individual intersections</p> |
| 60                                  | <b>Grouped Projects for Intersection Channelization</b>                                                                            | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br/>Intersection channelization projects</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 61                                  | <b>Grouped Projects for Intersection Signalization</b>                                                                             | <p><b>Scope:</b> Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br/>Intersection signalization projects at individual intersections</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Pre-Approved Group Project Listings |                                                                          |                                                                                                                                                                                                                                                  |
|-------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                   | Group Projects Listing Name                                              | Project Description                                                                                                                                                                                                                              |
| 62                                  | <b>Grouped Projects for Interchange Reconfiguration</b>                  | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br>Interchange reconfiguration projects                                                                                                        |
| 63                                  | <b>Grouped Projects for Changes in Vertical and Horizontal Alignment</b> | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br>Changes in vertical and horizontal alignment                                                                                                |
| 64                                  | <b>Grouped Projects for Truck Size and Weight Inspection Stations</b>    | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br>Truck size and weight inspection stations                                                                                                   |
| 65                                  | <b>Grouped Projects for Bus Terminals and Transfer Points</b>            | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories:<br>Bus terminals and transfer points                                                                                                           |
| 66                                  | <b>Grouped Projects for Electric Vehicle Charging Infrastructure</b>     | <b>Scope:</b> Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories:<br>Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) |

**Note:** All grouped listings must be accompanied by detailed backup listings.

### Detailed Project Listings Format: "Title of the Grouped Project Listing"

[illegible]

## California Department of Transportation

DIVISION OF FINANCIAL PROGRAMMING  
P.O. BOX 942873, MS-82 | SACRAMENTO, CA 94273-0001  
(916) 215-3859 or (916) 439-4306  
[www.dot.ca.gov](http://www.dot.ca.gov)



September 8, 2025

Executive Directors of California's 18 Metropolitan Planning Organizations

Dear MPO Executive Director:

The approval letter from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to the California Department of Transportation (Caltrans) for the 2025 Federal Statewide Transportation Improvement Program (FSTIP) included several federal recommendations. One recommendation is that project listings be consistent across Metropolitan Planning Organizations (MPOs) and aligned with federal requirements. To support this effort, California needs to develop procedures to ensure the adequate review of grouped projects, so that project classifications align with the exempt project categories for all non-attainment and maintenance areas. Lastly, regionally significant projects and those that are not exempt from air quality conformity must be properly identified in the FSTIP.

Caltrans requests that MPOs provide a letter, referred to as the MPO Grouped Project Listing Certification Letter, with the final Federal Transportation Improvement Program (FTIP) confirming that grouped project listings are both consistent and compliant with federal requirements. This letter should be printed on the MPO's letterhead, dated, and signed by the MPO's Executive Director or their designated representative. Please prepare and send a certification letter similar to the attached example for the 2027 FTIP by September 30, 2026.

The requested MPO Grouped Project Listing Certification Letter certifies that each MPO has prepared the FTIP and ensured that the grouped project listings are compliant with federal requirements. Attached is sample language that can be used in the MPO's certification letter to Caltrans, which has been provided for your review and reference. As a reminder, certification letters will be required for all subsequent FTIP submittals.

If you have any questions or require additional information, please contact Jennifer Ashby-Camp at (916) 215-3859 or by email at <[jennifer.ashby-camp@dot.ca.gov](mailto:jennifer.ashby-camp@dot.ca.gov)> or Kien Le at (916) 439-4306 or by email at <[kien.le.@dot.ca.gov](mailto:kien.le.@dot.ca.gov)>.

Sincerely,

*James R. Anderson*

James R. Anderson, Chief  
Division of Financial Programming

Attachment: Language for the MPO Grouped Project Listing Certification Letter

c: Ryan Dermody, Acting Chief Deputy Director, Caltrans  
Steven Keck, Deputy Director, Finance, Caltrans  
Marlon Flournoy, Deputy Director, Planning and Modal Programs, Caltrans  
Ben De Alba, Chief, Division of Transportation Planning, Caltrans  
Hannah Walter, Deputy Division Chief, Transportation Planning, Caltrans  
Yatman Kwan, Deputy Division Chief, Transportation Planning, Caltrans  
Alexis Lantz, Assistant Deputy Director for Equity & Tribal Affairs, Caltrans  
Kien Le, Chief, Office of Federal Programming and Data Management, Caltrans  
Erin Thompson, Chief, Office of Community and Regional Planning, Caltrans  
Jennifer Ashby-Camp, Federal Planning Finding Lead, Office of Federal  
Programming and Data Management, Caltrans  
Antonio Johnson, Director, Planning, Environmental, and Right of Way, FHWA  
Mary Nguyen, Director, Office of Planning and Program Development, FTA Region 9  
Mervin Acebo, Team Leader, Community Planner, Office of Planning and  
Program Development, FTA Region 9



# ATTACHMENT

## Language for the MPO Grouped Project Listing Certification Letter

### Sample Language

<MPO Letterhead>

<Current Date>

<Address Block>

To Whom It May Concern:

This letter certifies that <Insert MPO> has prepared the Federal Transportation Improvement Program (FTIP) grouped project listings in a manner that is consistent and compliant with federal requirements.

Please contact <Insert MPO FTIP contact> at <Insert contact phone number> or by email at <Insert contact email address> if you have any questions or require additional information.

Sincerely,

---

MPO Executive Director or Designated Representative

## Suggested Best Practices for Use of Group Project Listings for Transit Projects

Purpose: Provide best practices for utilizing group project listings for projects with Federal Transit Administration (FTA) funding to identify any potential risk to recipients of FTA funds that may be found in non-compliance.

Scope: Metropolitan Planning Organizations (MPOs) are encouraged to incorporate the suggested practices to identify and document how the FTA recipients can mitigate this risk while maintaining administrative flexibility in the FTIP and FTIP amendments.

| # | Suggested Practices                                     | Description                                                                                                                                                                                                                                                                                                                                                                                   |
|---|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | <b>Ensure Regulatory Compliance (FHWA/FTA)</b>          | <ul style="list-style-type: none"> <li>Transit projects often involve FTA funding, which has different requirements than FHWA-funded projects.</li> <li>MPOs should not group FTA-funded projects with FHWA funded projects unless they meet similar eligibility and administrative criteria.</li> <li>MPOs to ensure all grouped projects are exempt from air quality conformity.</li> </ul> |
| 2 | <b>Use Clear Criteria for Group Project Listings</b>    | <ul style="list-style-type: none"> <li>MPOs to develop documented criteria for which transit projects may be grouped (e.g., routine maintenance, bus replacements).</li> <li>Establish clear communication channels so that transit agencies can flag projects that should not be grouped (i.e., projects requiring public review, significant capital investments)</li> </ul>                |
| 3 | <b>Engage Transit Operators Early in the Process</b>    | <ul style="list-style-type: none"> <li>MPOs to include Transit Operators in the FTIP development process to ensure projects are accurately represented.</li> <li>Establish clear communication channels so that transit agencies can flag projects that should not be grouped (i.e., projects requiring public review, significant capital investments).</li> </ul>                           |
| 4 | <b>Coordinate with Caltrans and FTA Regional Office</b> | <ul style="list-style-type: none"> <li>MPOs should work with Caltrans and the FTA regional office to ensure that the grouping methodology aligns with federal expectations.</li> <li>Consider FTIP amendments or STIP amendments if transit projects are grouped improperly.</li> </ul>                                                                                                       |
| 5 | <b>Minimize Financial and Delivery Risk</b>             | <ul style="list-style-type: none"> <li>Improperly grouped transit projects could delay the obligation of funds or result in loss of funding.</li> <li>MPOs to provide transit operators with a clear pathway to request de-grouping or individualized listing if project complexity increases.</li> </ul>                                                                                     |

## **CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL CREDIT USE POLICY**

### **Background:**

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), 23 U.S.C., Section 1044 of ISTEA under Section 120(j), and 23 U.S.C., Section 1508 of MAP-21 under Section 120(i) 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.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse until used by the state.

### **Effective Date and Duration:**

These guidelines apply permanently to the \$5.7 billion, which was conditionally approved by the FHWA for the State of California<sup>1</sup> along with any future toll credits which are received based on Caltrans maintenance of effort in conjunction with local toll collection and will remain in effect until rescinded or modified.

### **Guiding Principles for use of Toll Credits:**

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

### **Constraints/requirements:**

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligation Authority (OA) available in any given year.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits will require amendments to current programming documents.
- FTIPs still need to be financially constrained.
- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

---

<sup>1</sup> On June 1, 2005, the Department received approval from FHWA for \$104.026 million in toll credits from private entity expenditures on State Route 91. This \$104.026 million will be kept separate for use within Orange County.

## Distribution Process:

1. Toll credits will be made available statewide to the RTPAs and to the Department of Transportation for federal match to any eligible federal program. Local agencies may match the Highway Bridge Program for on federal-aid system projects, and local safety projects with any other type of federal funding, including the use of STIP shares, for which the project is eligible.
  - a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
  - b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Periodically, the policy will be re-evaluated and if necessary changes will be made to the methodology and process for the disbursement of toll credits to take effect in the federal fiscal year subsequent to adoption.
3. Further direction regarding toll credit policy for Planning and Federal Transit Administration can be found at:  
[http://www.dot.ca.gov/hq/tpp/offices/orip/owp/index\\_files/Final\\_2011\\_RPH.pdf](http://www.dot.ca.gov/hq/tpp/offices/orip/owp/index_files/Final_2011_RPH.pdf)  
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5311/transittollcreditsrev012611.pdf>

## Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007, Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

As a pre-condition for utilizing toll credits on FTA funded projects, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not de-obligated but are amended through the FTA.

## APPROVED:



STEVEN KECK

Acting Chief Financial Officer



Date

# **CALTRANS' ADMINISTRATION AND OVERSIGHT OF THE SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAMS**

As the primary recipient of the STBG and CMAQ programs' apportionments for the State, the California Department of Transportation (Caltrans) must ensure that the State's sub-recipients are administering STBG and CMAQ following federal requirements and program guidance. This document outlines how Caltrans administers and oversees the STBG and CMAQ programs statewide to ensure consistency with federal requirements. While the sections below pertain to the STBG and CMAQ programs, some may apply to other federal-aid formula funding Caltrans administers, such as the Carbon Reduction Program.

## **I. Purpose of the STBG Program**

The STBG program provides flexible funding for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

More information about the Federal Highway Administration (FHWA) STBG program can be found [here](#).

## **II. Purpose of the CMAQ Program**

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM<sub>10</sub> and PM<sub>2.5</sub>).

More information about the FHWA CMAQ program can be found [here](#).

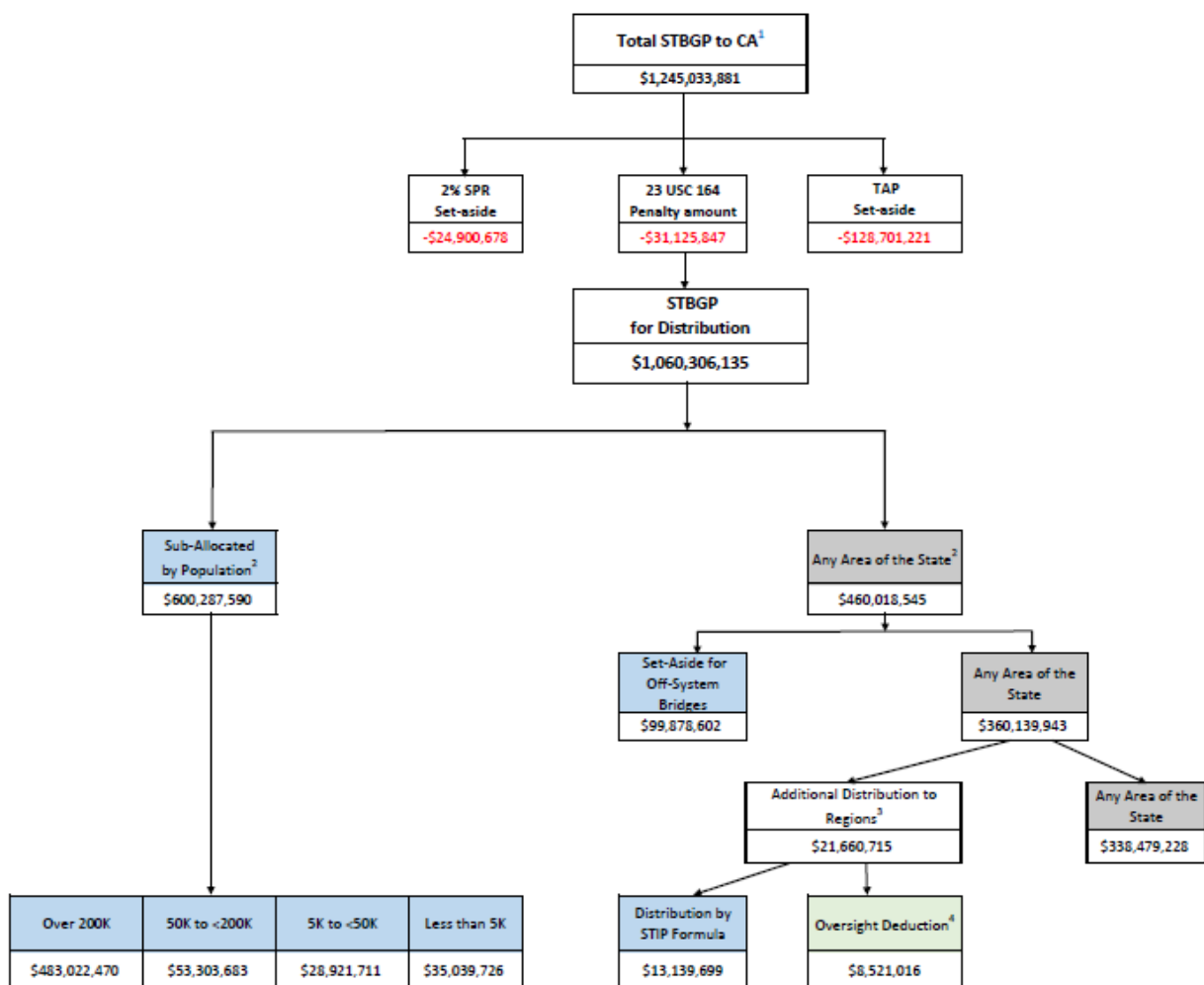
## **III. Apportionments**

The Caltrans Division of Financial Programming (DOFP) prepares annual apportionments for the STBG and CMAQ programs following federal law and guidance. In preparing the State's apportionments based on the Federal Notice each year, Caltrans identifies the STBG and CMAQ financial amounts "for distribution" after calculating the required set-asides. A portion of the STBG funding for distribution is calculated based on four population categories stipulated in federal law.

## A. Annual Apportionments

Every year in October, Caltrans distributes *Estimate Apportionments* and *Final Apportionments* for each Federal Fiscal Year (FFY). The *Estimate Apportionments* and *Final Apportionments* for the STBG and CMAQ apportionments are distributed to the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies (RTPAs) representing the rural areas of the State, where there is no established federally designated MPO. The flow chart below depicts a high-level overview of how STBG *Estimate Apportionments* are determined in California.

**Surface Transportation Block Grant Program (STBGP)**  
**FFY 2023/24 Apportionment Estimate for Distribution**  
**12/8/2023**



<sup>1</sup> Apportionment estimate per FHWA Notice N4510.880, 10/02/2023. Verified by Federal Resources on 11/28/2023.

<sup>2</sup> Amounts Suballocated by Population and to Any area of the State per FMISW10A, 11/09/2023. Amount for Over 200k includes \$607 for Reno UZA given to California.

<sup>3</sup> Additional Distribution to Regions: \$23M Admin Proposal. After oversight deduction, the remaining funds are distributed to the regions based on the 2022 STIP County Share formula.

<sup>4</sup> Oversight deduction estimate per HQ Local Assistance, 10/17/2023.

Local / State

## *B. Four-Year Estimate Apportionments*

In addition to the annual apportionments for the STBG and CMAQ, Caltrans prepares four-year estimates of the STBG and CMAQ apportionments every two years. The four-year estimates are prepared in February of even-numbered years for the development of the Federal Transportation Improvement Program (FTIP) and Federal Statewide Transportation Improvement Program (FSTIP). Similarly, the four-year estimates are distributed to the MPOs and RTPAs representing rural areas of the State, where there is no established federally designated MPO.

Caltrans monitors legislation, including federal reauthorization legislation, to determine if updates are required for calculating apportionments for the STBG and CMAQ programs.

## **IV. Project Selection**

Project selection is a critical step in the planning and programming process. Caltrans utilizes the most current FHWA program-specific guidelines for both the STBG and CMAQ programs to ensure projects are selected following federal guidelines. MPOs may select projects that best align with their regional goals, and federal and State goals and priorities. Caltrans allows MPOs to use their discretion to select projects so long as they are consistent with the federally eligible activities for the STBG and CMAQ programs.

### *A. Responsible Entities*

This section outlines which transportation planning agencies in the State are responsible for selecting projects with the STBG and CMAQ program funds.

#### STBG -

- For areas with a population of less than 50,000, Caltrans coordinates with the RTPA to select projects for programming.
- For non-Transportation Management Area (TMA) MPO planning areas, Caltrans delegates decision-making to select projects to the MPO.
- For TMA planning areas, MPOs select projects.

MPOs may not sub-allocate STBG apportionments to individual jurisdictions within the metropolitan planning area by pre-determined percentages or



formulas, such as population or mode<sup>1</sup>. Federal guidance issued on April 4, 2016, titled [Suballocation of Apportioned Funds Questions & Answers](#), provides additional detail regarding the sub-allocation of federal funds.

#### CMAQ -

- For an MPO designated as a nonattainment or maintenance area for air quality conformity, Caltrans delegates decision-making to select projects to the MPO.
- For rural areas of the State designated as a nonattainment or maintenance area for air quality conformity, where there is no established federally designated MPO, Caltrans coordinates with the RTPA to select projects for programming.

#### *B. Documented Procedures*

It is essential to document the decision-making process, especially when determining which projects will be selected for programming. MPOs are responsible for establishing a regionwide, competitive, performance-based approach<sup>2</sup> to select projects for the STBG and CMAQ programs. The process should be developed collaboratively, involving Caltrans, local agencies, public transportation operators, other stakeholders, and the public. The project selection process must be documented and made available on the MPO's website.

Caltrans utilizes FHWA program-specific guidance in overseeing STBG and CMAQ programs and requires MPOs to ensure their respective procedures for administering STBG and CMAQ funds are developed in accordance with these program-specific guidelines. For the STBG program, Caltrans and the MPOs are to utilize the current FHWA [Implementation Guidance for the STBG Program as Revised by the Bipartisan Infrastructure Law \(BIL\)](#).

For the CMAQ program, Caltrans and the MPOs are to utilize the FHWA [CMAQ Interim Program Guidance Under Moving Ahead for Progress in the 21<sup>st</sup> Century Act \(MAP-21\)](#), and several eligible activities that were added with the passage of BIL. MPOs must ensure their process adheres to the guidance in both "Section VIII. Project Selection Process – General Conditions" and "Section IX. Program Administration" of the FHWA CMAQ Interim Program Guidance.

"Section VIII. Project Selection Process – General Conditions" of the FHWA CMAQ Interim Program Guidance outlines the air quality analysis that is necessary for the selection of CMAQ projects. An assessment of the project's expected emission reduction benefits should be completed prior to project

selection to better inform the selection of CMAQ projects. MPOs should employ an approach to determining the emissions benefits and disbenefits for CMAQ projects based on quantitative analysis. When it is not possible to accurately quantify emissions benefits, MPOs may use a qualitative assessment based on reasoned and logical determinations to ensure the project(s) or program(s) will decrease emissions.

To ensure that projects deemed most effective in reducing motor vehicle emissions and congestion are programmed for early implementation in the FTIP, MPOs should coordinate with Caltrans and transit agencies to develop CMAQ project selection processes in accordance with the metropolitan and statewide planning process under Title 23 United States Code (U.S.C.) Sections 134 and 135. The selection process should involve Caltrans, local transportation, and air quality agencies.

The CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development, and freight, reduced single occupancy vehicle (SOV) reliance, multimodal benefits, and others. At a minimum, projects should be identified by year and proposed funding source.

MPOs should periodically evaluate their STBG project selection process to determine if any updates are needed to maintain compliance with federal guidance. MPOs may evaluate their project selection process at any time. However, Caltrans recommends that MPOs consider updating their process upon adopting a new Regional Transportation Plan (RTP), FTIP, or before conducting a call for projects. Caltrans will communicate any updates or changes regarding the STBG and CMAQ programs that may impact MPOs' project selection process.

### *C. Performance-Based Project Selection*

The statewide and metropolitan transportation planning process shall provide for establishing and using a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. Section 150(b). Decision-making to prioritize and select projects for funding is an important step in the performance-based planning and programming process.

MPOs must be able to demonstrate that project selection is conducted in a performance-based manner. As such, Caltrans will ensure that an MPO's process to select projects aligns with the federal transportation performance measures. Caltrans provides flexibility to MPOs in demonstrating that their project selection process aligns with the federal performance measures but recommends project scoring criteria reflect consistency with the federal performance measures. MPOs may continue to select projects consistent with State and regional performance measures and goals and can describe how those measures and goals also help achieve federal performance measures.

The federal transportation performance measures are grouped into five categories listed below:

## **1. PM 1 – Transportation Safety**

### *Motor Vehicle Collisions*

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

### *Non-Motorized Fatalities and Serious Injuries*

- Number of non-motorized fatalities and serious injuries

## **2. PM 2 – National Highway System (NHS) Pavement and Bridge Condition**

### *NHS Pavement Condition*

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

### *NHS Bridge Condition*

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

## **3. PM 3 – NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance**

### *NHS Performance*

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

#### *Interstate Freight Movement*

- Percent of Interstate system mileage reporting reliable truck travel times

#### *CMAQ Program Performance*

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

### **4. Transit Asset Management (TAM)**

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scale

### **5. Public Transit Agency Safety Plan (PTASP)**

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

## **V. Oversight and Risk Management**

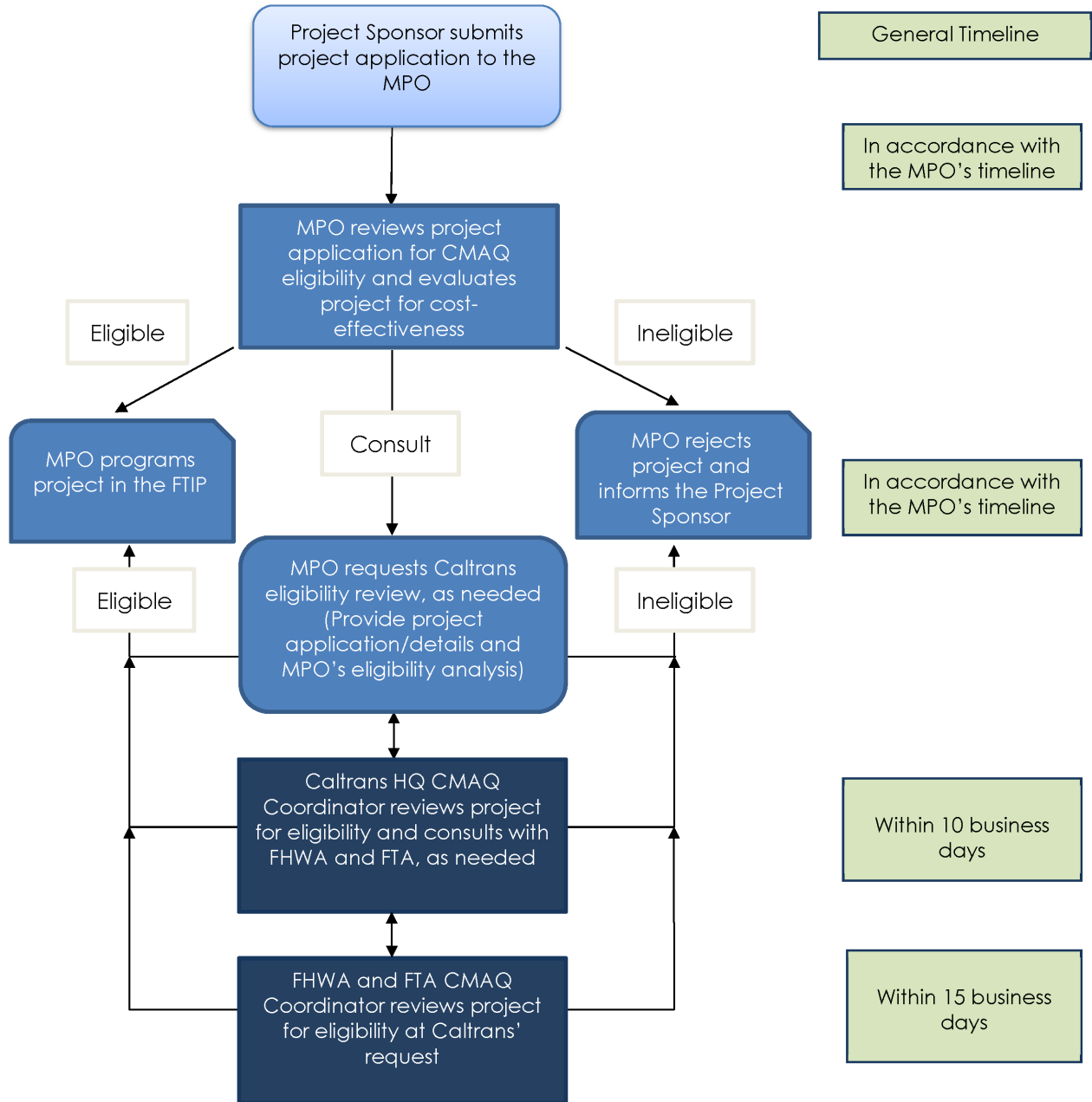
This section outlines Caltrans' oversight role for the STBG and CMAQ programs to ensure continued compliance with federal requirements.

### *A. Project Eligibility*

MPOs are responsible for determining project eligibility with STBG and CMAQ program funds. Local agencies and other stakeholders seeking STBG or CMAQ funding for projects, must first coordinate with the MPO to determine eligibility. MPOs should contact the Caltrans DOFP if assistance is needed in determining eligibility for STBG or CMAQ projects. If both Caltrans and the MPO are not able to make an eligibility determination, Caltrans will consult with FHWA and FTA for a final eligibility determination. The flow chart below depicts the typical process and timeline for coordinating amongst agencies to make determinations for project

eligibility for the CMAQ program. Caltrans follows a similar process for STBG project eligibility.

## CMAQ Eligibility Determination Process and Timeline



## *B. FTIP Review*

The Caltrans DOFP verifies project eligibility at the time an MPO programs a new STBG or CMAQ funded project within the FTIP. These eligibility reviews take place during the Draft FTIP review period which occurs every two years leading up to the FSTIP development. The Caltrans DOFP also verifies STBG and CMAQ eligibility when new STBG or CMAQ-funded projects are programmed in an FTIP amendment. As Caltrans reviews STBG and CMAQ projects at the time of programming, Caltrans may request additional detail for projects to determine eligibility. These reviews ensure a preliminary eligibility check prior to federal authorization.

## *C. Risk Management*

Caltrans has taken additional steps to ensure sub-recipients are administering STBG and CMAQ programs in accordance with applicable federal requirements and guidance. Beginning with the 2023 FTIP/FSTIP development process, Caltrans updated the FTIP Review Checklist to include a review of MPOs' STBG and CMAQ project selection process. MPOs' procedures will be reviewed by Caltrans every two years in conjunction with the review of the MPOs draft FTIPs. This periodic review will serve as the primary risk management strategy to ensure project selection processes statewide to comply with the most current federal requirements and guidelines for the STBG and CMAQ programs.

<sup>1</sup> 23 CFR 450.326(m)

<sup>2</sup> 23 USC Section 134(h)(2)

## E-FSTIP Amendment Approval Procedures for MPOs

- Use the procedures below to approve and upload your approved FTIP amendments and administrative modifications in the California Transportation Improvement Program System (CTIPS). **Once these programming documents are uploaded in CTIPS, you will not be able to make any changes to them. Therefore, please make sure that the documents to be uploaded are correct and final. Should you need to make changes to the documents, contact your Caltrans HQ FTIP Coordinator.**
- Notify your Caltrans HQ FTIP Coordinator and FHWA's and FTA's planning coordinators by e-mail once you have approved you're amendment and administrative modification in CTIPS.

### **A. Procedures for MPOs who enter data directly in CTIPS:**

#### **Step 1: Create a new amendment (or administrative modification):**



In the "FTIP" Module, select "Approve" and click "GO". This will take you to the FTIP Approval Control Panel shown below.



## Step 2: Enter data in the FTIP Approval Control Panel:

### FTIP Approval Control Panel

Rural Non-MPO

**Step 1. Select Document Type**

☐ Draft FTIP

☒ FTIP

**Step 2. Select Document Year (Required)**  
Doc. Yr / 1st FY / Status

2020 ▾

**Step 3. Select Approval Category (Required)**

☐ Approve Adoption

☒ Approve Amendment

Select Amendment No. 2.00 ▾

**Step 4. Attach Approved Doc (Required)**

| File Title       | File Description | File      |
|------------------|------------------|-----------|
| scagfm20_052920. | Amendment No. 2  | Browse... |

**Step 5. Enter Approval Date (Required)**

04/12/2021

**Step 6. Review (Optional)**

☐ Preview On Screen

☐ Send To Printer

**Step 7. Process FTIP Approval (Required)**

Approve FTIP

Exit

### In the control panel above:

Step 1: Select FTIP

Step 2: Select Document Year – 2020

Step 3: Select “Approve Amendment,” then select the Amendment No.

Step 4: Upload the PDF of your board approved FTIP amendment or administrative modification. The maximum file size is 220 MB. Use the naming convention below for “File Title”

mponame number\_MPO approval date(xxxxxx)

Example: AMBAG’s Amendment (or Administrative Modification) No. 1 – ambag01\_040121

Once the file is uploaded, the name of the file will automatically populate in the “File Title” field.

Enter the File Description: Amendment No. xx

Step 5: Enter the MPO board approval date (xx/xx/xxxx) e.g 04/01/2021

Step 6: View/print project list (Optional)

Step 7: Click “Approve FTIP” to approve

Search for the approved document by selecting “Document Year 2020”, select MPO, then select Amendment No. x.xx and click Search.

FTIP Search Screen

Find or Add New

Project Definition

Funding

**Step 1: Select Action**

☐ Add New Project

☒ Change or View Project

**Step 2: Select Document Cycle**

Document Year

2020 ▼

**Step 3: Find a Project, or Projects, based on.....**

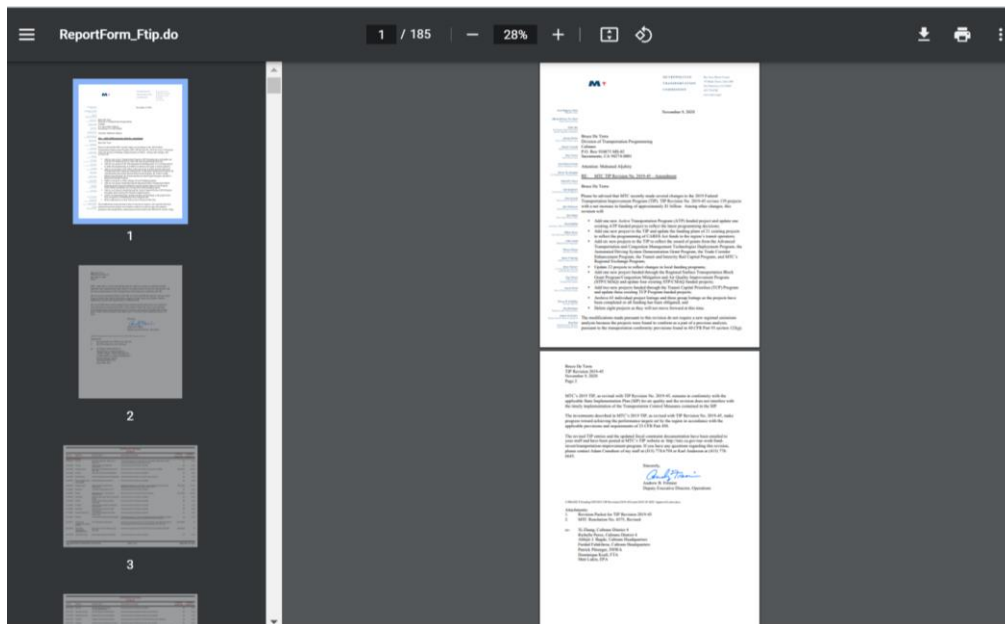
|                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| District             | County               | Route                | EA                   | PPNO                 | MPO ID               | CTIPS ID             | Status               | Amend No.            | CT Project ID        |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Description          |                      |                      |                      |                      |                      | Project Title        |                      |                      |                      |
| <input type="text"/> |                      |                      |                      |                      |                      | <input type="text"/> |                      |                      |                      |
| MPO                  |                      | Agency               |                      |                      |                      |                      |                      |                      |                      |
| <input type="text"/> |                      | <input type="text"/> |                      |                      |                      |                      |                      |                      |                      |

| Dist | Co. | Rte. | PM Back | PPNO | EA    | MPO ID | Title                                                           | Year | Doc  | Version | Agency              | CTIPS ID    |
|------|-----|------|---------|------|-------|--------|-----------------------------------------------------------------|------|------|---------|---------------------|-------------|
| 01   | HUM |      |         |      |       | RURAL  | Keisner Road Safety Street Crossing                             | 2020 | FTIP | 2       | Bear River Band of  | 23000000443 |
| 01   | HUM |      |         |      |       | RURAL  | Highway 101 Interchange                                         | 2020 | FTIP | 2       | Cher Ae Heights Inc | 23000000448 |
| 01   | HUM |      |         |      |       | RURAL  | Comprehensive Wayfinding System                                 | 2020 | FTIP | 2       | Cher Ae Heights Inc | 23000000446 |
| 01   | HUM |      |         | 2510 |       |        | Greenwood, Railroad, & Hatchery Road (Blue Lake Truck Route)    | 2020 | FTIP | 2       | Blue Lake, City of  | 13000003103 |
| 01   | HUM |      |         | 2509 |       |        | Old Arcata Road Rehabilitation & Pedestrian/Bikeway Improvement | 2020 | FTIP | 5       | Arcata, City of     | 13000003102 |
| 01   | HUM |      |         |      | RURAL |        | Cher Ae Lane Slope Stabilization                                | 2020 | FTIP | 2       | Cher Ae Heights Inc | 23000000445 |
| 01   | HUM |      |         |      | RURAL |        | Panamnik Way Parking Facility                                   | 2020 | FTIP | 3       | Karuk Tribe         | 23000000453 |
| 01   | HUM |      |         | 2511 |       |        | Redwood Way, Fortuna Boulevard to Rohnerville Road Improvements | 2020 | FTIP | 2       | Fortuna, City of    | 13000003107 |
| 01   | HUM |      |         |      | RURAL |        | Tribal Roads Street Lights                                      | 2020 | FTIP | 2       | Bear River Band of  | 23000000444 |
| 01   | HUM |      |         |      | RURAL |        | Trinidad Pier                                                   | 2020 | FTIP | 3       | Cher Ae Heights Inc | 23000000447 |

To view project details and the uploaded document:

Select a project from the list shown on the previous page. To view the uploaded PDF document, click “View Approval”. A pop-up screen will display the document as shown below.

The screenshot shows a web-based form for project management. At the top, there are fields for District (01), CT Project ID, EA, PPNO, MPO ID (RURAL), CTIPS ID (23000000448), Doc Year (2020), Document (DFTIP), Ver (1), Last Updated (03/12/2021 02:18 PM), and By (MPOBAGDE). Below this is a navigation bar with 'Find or Add New', 'Project Definition', and 'Funding' tabs. The 'Project Definition' tab is active. The form is divided into several sections: 'Implementing Agency' (Cher Ae Heights Indian Community of Trinidad), 'MPO' (Non-MPO), 'Project Title' (Highway 101 Interchange), 'Trans. System' (Local), 'County' (Humboldt), 'Route', 'Suffix', 'Prefix', 'PM Back', 'Suffix', 'Prefix', 'PM Ahead', 'Suffix', 'Contact', 'Email', 'Location & Description' (Environmental phase for Highway 101 Interchange.), 'Comments' (MPO, Caltrans, FHWA/FTA/EPA, Project data transferred from 2018 FTIP, Project awarded by Tribal Transportation Program Transportation Improvement Program, -tcano), 'Change Reason & Status' (Adoption, 0.00, Carry Over), 'Change Status' (Official, Active), 'Conformity' (Capacity Increase Project, Air Basin, EPA Table 2 & 3 - Exempt Category), 'Environmental' (Document, Approval, Report Grouping), 'Approval Status' (MPO, 03/12/2021, Admin. Approved, State, Denied, Federal, Denied), 'Delivery Status' (Expected Complete, Archive, TCM, Implementing TCM), 'Original Source' (2018 FTIP 1), and 'Manage'. At the bottom, there are buttons for '<< Prior Version', 'Next Version >>', '<', '>', '8 of 124', 'Delete Version', 'Print Project', 'New Version', and 'EXIT'.



## B. Procedures for MPOs using the FASS Process:

**Step 1: click “Create New Amendment” for amendments and administrative modifications:**

https://ctips-test.dot.ca.gov/ctips/AmendmentsForm.do

| <input type="checkbox"/> | San Diego Association of Governments | 2016 / 14 | 3 | 0 | <a href="#">View</a> | Submitted |
|--------------------------|--------------------------------------|-----------|---|---|----------------------|-----------|
| <input type="checkbox"/> | San Diego Association of Governments | 2016 / 15 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 0  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 1  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 2  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 3  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 4  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 5  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 6  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 7  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 8  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 9  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 10 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 11 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 12 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 13 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 14 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 15 | 3 | 1 | <a href="#">View</a> | Submitted |

Use Image Free View

**Step 2: Enter the new amendment information as required. Use the “Attach Add-on Files” feature by clicking on “Add File/s” to upload the approved document:**

**Amendment Details:**

MPO: San Diego Association of Governments

Document Year: 2018

Amendment No: 15

Upload Notes:

**Attach Projects Data XML Files:**

Project File:  project.xml

Fund Type File:  fundtype.xml

Fund Line File:  fundline.xml

**Attach Add-on Files:**

|                          | File Title    | File Description | File                                                      |
|--------------------------|---------------|------------------|-----------------------------------------------------------|
| <input type="checkbox"/> | sandag15_0326 | 2018 FTIP        | <input type="button" value="Choose File"/> No file chosen |

**Execution Mode:**

☒ Validate Only ☐ Submit Data

Use this "Attach Add-on File" feature to upload approved document. Only one file in the PDF format is allowed to be uploaded. Maximum file size is 220 MB. Recommended naming convention for file title to be uploaded is: MPOName MPO#\_approval date (ex: SANDAG15\_03262021)

### Step 3: Validate and submit data as before, and verify the amendment is submitted:

Amendments - Work - Microsoft Edge

https://ctips-test.dot.ca.gov/ctips/AmendmentsForm.do

|                          | San Diego Association of Governments | 2016 / 14 | 3 | 0 | <a href="#">View</a> | Submitted |
|--------------------------|--------------------------------------|-----------|---|---|----------------------|-----------|
| <input type="checkbox"/> | San Diego Association of Governments | 2016 / 15 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 0  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 1  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 2  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 3  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 4  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 5  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 6  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 7  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 8  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 9  | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 10 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 11 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 12 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 13 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 14 | 3 | 0 | <a href="#">View</a> | Submitted |
| <input type="checkbox"/> | San Diego Association of Governments | 2018 / 15 | 3 | 1 | <a href="#">View</a> | Submitted |

### To View the approved project list:

Search for the approved document by selecting "Document Year 2020", select MPO, then select Amendment No. x.xx and click Search.

**FTIP Search Screen**

Find or Add New | Project Definition | Funding

Step 1: Select Action  
☐ Add New Project  
☒ Change or View Project

Step 2: Select Document Cycle  
 Document Year: 2018

Step 3: Find a Project, or Projects, based on.....

District: [v] County: [v] Route: [v] EA: [v] PPNO: [v] MPO ID: [v] CTIPS ID: [v] Status: [v] Amend No.: 15.00 [v] CT Project ID: [v]

Description: [v] Project Title: [v]

MPO: SANDAG [v] Agency: [v]

| Dist | Co. | Rte. | PM Back | PPNO  | EA    | MPO ID | Title                                              | Year | Doc  | Version | Agency             | CTIPS ID    |
|------|-----|------|---------|-------|-------|--------|----------------------------------------------------|------|------|---------|--------------------|-------------|
| 11   | SD  | 905  | 0.000   | 0374K | 28880 | CAL38  | SR-905 New Freeway                                 | 2018 | FTIP | 40      | Caltrans           | 11000000094 |
| 11   | SD  |      | 0.000   |       |       | V14    | Grouped Projects for Bicycle and pedestrian facil  | 2018 | FTIP | 21      | Various Agencies   | 21000001271 |
| 11   | SD  |      | 0.000   |       |       | SAN213 | Grouped Projects for Operating Assistance - FTA Se | 2018 | FTIP | 7       | San Diego Associat | 21000001285 |
| 11   | SD  |      | 0.000   |       |       | SAN132 | Elvira to Morena Double Track                      | 2018 | FTIP | 22      | San Diego Associat | 21000001106 |
| 11   | SD  |      | 0.000   |       |       | SD34   | El Camino Real                                     | 2018 | FTIP | 29      | San Diego, City of | 21000000458 |
| 11   | SD  |      | 0.000   |       |       | SAN226 | Del Mar Bluffs Stabilization IV                    | 2018 | FTIP | 3       | San Diego Associat | 21000001302 |
| 11   | SD  |      | 0.000   |       |       | SAN268 | Del Mar Bluffs V                                   | 2018 | FTIP | 2       | San Diego Associat | 21000001387 |

Showing 1 - 7 from 7

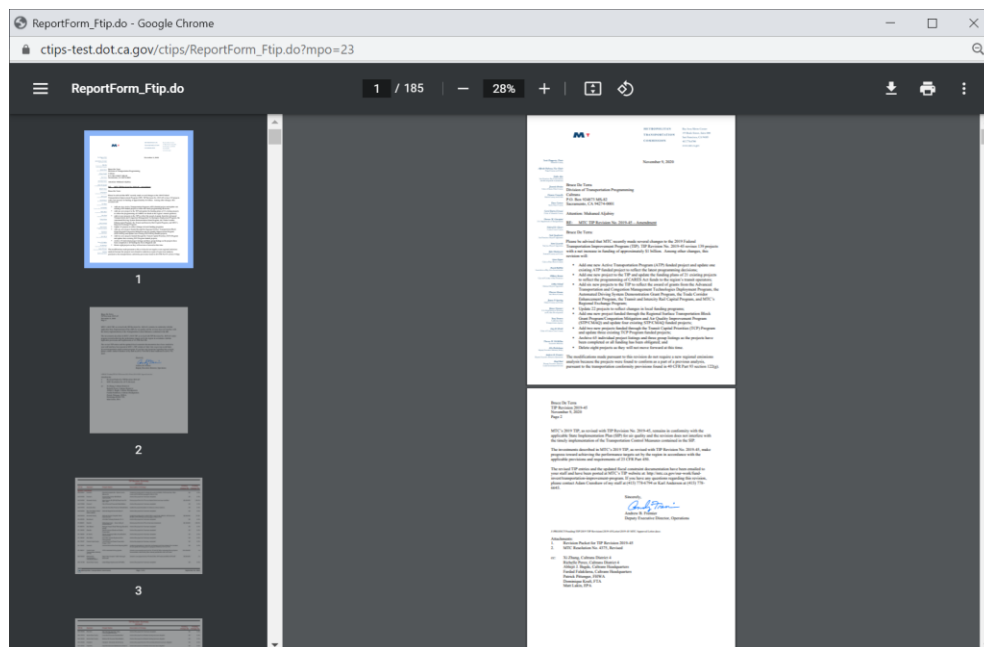
To view project details and the uploaded document:

Select a project from the list shown on the previous page. To view the uploaded PDF document, click “View Approval”. A pop-up screen will display the document as shown below.

The screenshot shows the 'Project Definition' form in the AHSANDAG system. The form is divided into several sections:

- Find or Add New:** Includes fields for District (11), CT Project ID, EA, PPNO, MPO ID (V14), CTIPS ID (21000001271), Doc Year (2018), Document (FTIP), Ver (21), Last Updated (03/12/2021 11:19 AM), and By (AHSANDAG).
- Project Definition:** Includes fields for Implementing Agency (Various Agencies), MPO (SANDAG), Project Title (Grouped Projects for Bicycle and pedestrian facility), Trans. System (Transit), Phone, County (San Diego), Route, Suffix, Prefix, PM Back (0.000), Suffix, Prefix, PM Ahead (0.000), Suffix, Contact, and Email.
- Location & Description:** Includes a text area for 'Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)'.
- Change Reason & Status:** Includes a dropdown for 'Amendment' (15.00), a dropdown for 'Cost/Scope/Sch. Change', and checkboxes for 'Change Status' (Official, Active), 'Cost Increase', 'Cost Decrease', 'Scope Increase', 'Scope Decrease', 'Schedule Delay', 'Schedule Advance', 'Fund Source Chg', and 'Component Chg'.
- Approval Status:** Includes checkboxes for 'MPO' (08/26/2020), 'State' (08/26/2020), and 'Federal' (08/26/2020), with options for 'Admin. Approved', 'Denied', and 'View Approval' (highlighted with a red box and a green arrow).
- Conformity:** Includes checkboxes for 'Capacity Increase Project' and 'Air Basin', and a dropdown for 'EPA Table 2 & 3 - Exempt Category' (Air Quality - Bicycle and pedestrian facilities).
- Delivery Status:** Includes checkboxes for 'Expected Complete', 'Archive', 'TCM', and 'Implementing TCM', and a text field for 'Original Source'.
- Environmental:** Includes a dropdown for 'Document' and a text field for 'Approval'.

At the bottom of the form, there are buttons for '<< Prior Version', 'Next Version >>', '< 2 of 7 >', 'Delete Version', 'Print Project', 'New Version', and 'EXIT'.



Appendix C.

# Approval Letters





**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

September 23, 2026

*Sue Noack, Chair*  
Cities of Contra Costa County

*Stephanie Moulton-Peters,  
Vice Chair*  
Marin County and Cities

*Margaret Abe-Koga*  
Santa Clara County

*Eddie Abu*  
San Francisco Bay Conservation  
and Development Commission

*Candace Andersen*  
Contra Costa County

*Marilyn Ezzy Ascraft*  
Cities of Alameda County

*Pat Burt*  
Cities of Santa Clara County

*Noelia Corzo*  
San Mateo County

*Victoria Fleming*  
Sonoma County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Alicia John-Baptiste*  
San Francisco Mayor's Appointee

*Barbara Lee*  
Oakland Mayor's Appointee

*Matt Maban*  
San Jose Mayor's Appointee

*Amber Manfree*  
Napa County and Cities

*Mitch Masbourn*  
Solano County and Cities

*Myrna Melgar*  
City and County of San Francisco

*Nate Miley*  
Alameda County

*Doanh Nguyen*  
California State  
Transportation Agency

*Gina Papan*  
Cities of San Mateo County

*Belia Ramos*  
Association of Bay Area  
Governments

*Libby Schaaf*  
U.S. Department of Housing  
and Urban Development

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

James R. Anderson, Division Chief  
California Department of Transportation  
Division of Financial Programming, MS 82  
P.O. Box 942873  
Sacramento, CA 94273-0001

Attn: Kien Le

Dear James Anderson:

On September 23, 2026, the Metropolitan Transportation Commission (MTC) adopted the 2027 Transportation Improvement Program (TIP) and made a conformity determination that the 2027 TIP and Plan Bay Area 2050+ conform to federal air quality standards and requirements.

The 2027 TIP includes more than 400 transportation projects with approximately \$13.1 billion in committed federal, state, and local funding for federal fiscal years (FY) 2026-27 through FY 2029-30. The TIP is financially constrained by year. All projects in the TIP are consistent with Plan Bay Area 2050+. The 2027 TIP is available on the MTC website at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

The Draft 2027 TIP and accompanying Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP were released for public review starting on July 14, 2026 and ending at 5:00 p.m. on August 13, 2026. MTC presented the TIP and conformity documents at a public meeting of MTC's Programming and Allocations Committee on August 12, 2026. Staff received 45 comments which have been incorporated into the 2027 TIP along with responses to each comment.

We request that Caltrans approve the enclosed 2027 TIP for the nine-county San Francisco Bay Area and forward it to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to be included in the State of California's 2027 Federal Statewide Transportation Improvement Program (FSTIP).

If you have any questions, please contact John Saelee at (415) 778-6711.

Sincerely,

Andrew Fremier  
Executive Director



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

September 23, 2026

*Sue Noack, Chair*  
Cities of Contra Costa County

*Stephanie Moulton-Peters,  
Vice Chair*  
Marin County and Cities

*Margaret Abe-Koga*  
Santa Clara County

*Eddie Abu*  
San Francisco Bay Conservation  
and Development Commission

*David Ambuehl*  
California State  
Transportation Agency

*Candace Andersen*  
Contra Costa County

*Marilyn Ezzy Ascraft*  
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*Pat Burt*  
Cities of Santa Clara County

*Noelia Corzo*  
San Mateo County

*Victoria Fleming*  
Sonoma County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Alicia John-Baptiste*  
San Francisco Mayor's Appointee

*Barbara Lee*  
Oakland Mayor's Appointee

*Matt Maban*  
San Jose Mayor's Appointee

*Amber Manfree*  
Napa County and Cities

*Mitch Masbburn*  
Solano County and Cities

*Myrna Melgar*  
City and County of San Francisco

*Nate Miley*  
Alameda County

*Gina Papan*  
Cities of San Mateo County

*Belia Ramos*  
Association of Bay Area  
Governments

*Libby Schaaf*  
U.S. Department of Housing  
and Urban Development

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

James R. Anderson, Division Chief  
California Department of Transportation  
Division of Financial Programming, MS 82  
P.O. Box 942873  
Sacramento, CA 94273-0001

**RE: MPO Grouped Project Listing Certification Letter**

To Whom It May Concern:

This letter certifies that Metropolitan Transportation Commission has prepared the grouped project listings for the 2027 Transportation Improvement Program (TIP) in a manner that is consistent and compliant with applicable federal requirements (23 CFR § 450.326(h)).

Please contact John Saelee at 415-778-6711 or by email at [jsaelee@bayareametro.gov](mailto:jsaelee@bayareametro.gov) if you have any questions or require additional information.

Sincerely,

Andrew Fremier  
Executive Director

Additional letters to be included with the Final 2027 TIP

Appendix D.

# Projects Being Archived Since 2025 TIP Approval

### List of Projects Archived Since 2025 TIP Adoption

| TIP ID    | Sponsor                                            | Project Name                                       | Total Project Cost | Description of Change                                                           |
|-----------|----------------------------------------------------|----------------------------------------------------|--------------------|---------------------------------------------------------------------------------|
| SF-010028 | Caltrain                                           | Caltrain Electrification                           | \$ 2,442,690,696   | Archive project as project is completed                                         |
| SCL050009 | Santa Clara Valley Transportation Authority (VTA)  | Eastridge to BART Regional Connector (EBRC)        | \$ 652,946,489     | Archive project as project is completed                                         |
| SM-150017 | San Mateo CCAG                                     | US101 Managed Lanes: Santa Clara Co-S of Grand Ave | \$ 514,829,699     | Archive project as project is completed                                         |
| SF-070027 | San Francisco County Transport Authority (SFCTA)   | Yerba Buena Island (YBI) Ramp Improvements         | \$ 341,197,042     | Archive project as project is completed                                         |
| NAP090003 | Napa Valley Transportation Authority               | SR 12/29/221 Soscol Junction Interchange Imps.     | \$ 64,739,000      | Archive project as project is completed                                         |
| SCL190034 | Caltrans                                           | SCL-SM I-280 Pavement Preserv. and HOV Extension   | \$ 63,968,000      | Archive project as project is completed                                         |
| SF-210003 | San Francisco Municipal Transport Agency (SFMTA)   | San Francisco - Folsom Streetscape                 | \$ 41,333,481      | Archive project as project is completed                                         |
| ALA210012 | Alameda Contra Costa Transit District (AC Transit) | AC Transit: Purchase 50 40-ft Diesel Buses         | \$ 35,219,476      | Archive project as project is completed                                         |
| ALA190022 | Alameda County                                     | E14th St/Mission Blvd Corridor Improvements        | \$ 34,979,940      | Archive project as project is completed                                         |
| ALA210032 | Pleasanton                                         | West Las Positas Blvd Multimodal Reconstruction    | \$ 34,428,888      | Archive project as project is completed                                         |
| SM-110047 | San Mateo (City)                                   | SR92/El Camino Real (SR82) Ramp Modifications      | \$ 30,312,425      | Archive project as project is completed                                         |
| ALA190019 | Alameda County                                     | Alameda County Complete Street Improvements        | \$ 28,823,100      | Archive project as project is completed                                         |
| CC-170014 | San Ramon                                          | Iron Horse Trail Bike and Pedestrian Overcrossing  | \$ 21,429,000      | Archive project as project is completed                                         |
| ALA170049 | Alameda (City)                                     | Central Avenue Safety Improvements                 | \$ 19,728,429      | Archive project as project is completed                                         |
| SCL210201 | Santa Clara Valley Transportation Authority (VTA)  | VTA ZEB Transition On-Route Charging Pilot         | \$ 19,486,000      | Archive project as all funding has been obligated                               |
| NAP170003 | Napa Valley Transportation Authority               | NVTA- Vine Transit Bus Maintenance Facility        | \$ 19,237,773      | Archive project as project is completed                                         |
| ALA170043 | Oakland                                            | Oakland - 14th Street Safe Routes in the City      | \$ 16,476,244      | Archive project as project is completed                                         |
| NAP150003 | Napa Valley Transportation Authority               | Napa Valley Vine Trail Calistoga-St. Helena Seg.   | \$ 16,467,640      | Archive project as project is completed                                         |
| ALA210026 | Dublin                                             | Tassajara Road Widening                            | \$ 15,000,000      | Archive project as project is completed                                         |
| VAR230206 | Metropolitan Transportation Commission (MTC)       | Transportation Electrification Planning Program    | \$ 15,000,000      | Archive project as all funding has been obligated                               |
| ALA210011 | Alameda Contra Costa Transit District (AC Transit) | AC Transit: Purchase 9 60ft Articulated Fuel Cell  | \$ 13,857,015      | Archive project as project is completed                                         |
| CC-170060 | Bay Area Rapid Transit District (BART)             | Concord BART Station Modernization                 | \$ 13,000,000      | Archive project as project is completed                                         |
| REG110044 | Altamont Commuter Express (ACE)                    | ACE Positive Train Control                         | \$ 10,781,214      | Archive project as project is completed                                         |
| SOL210004 | Vacaville                                          | Vacaville: Electric Bus Fleet                      | \$ 10,517,978      | Archive project as project is completed                                         |
| ALA170051 | Oakland                                            | Fruitvale Alive Bike/Ped Gap Closure               | \$ 10,095,000      | Archive project as project is completed                                         |
| ALA170067 | Berkeley                                           | Southside Complete Streets and Transit Improvement | \$ 9,414,890       | Archive project as project is completed                                         |
| SOL210003 | Vacaville                                          | Vacaville: Electric Bus Charging Infrastructure    | \$ 8,760,000       | Archive project as project is completed                                         |
| SOL170008 | Vallejo                                            | Vallejo Bay Trail / Vine Trail Gap Closure         | \$ 7,554,480       | Archive project as project is completed                                         |
| ALA050002 | San Leandro                                        | SR 185- E. 14th St/ Hesperian Blvd/150th Ave       | \$ 7,358,655       | Delete and archive the project as it will not move forward as a federal project |
| ALA170073 | Alameda (City)                                     | Clement Avenue Complete Streets                    | \$ 7,300,926       | Archive project as project is completed                                         |
| ALA130018 | Alameda County                                     | Alameda Co-Variou Streets and Roads Preservation   | \$ 6,779,000       | Archive project as project is completed                                         |
| SOL110041 | Fairfield                                          | Fairfield-Suisun Intercity/Local Bus Replacement   | \$ 6,562,029       | Archive project as project is completed                                         |
| CC-210017 | Eastern Contra Costa Transit Authority (Tri Delta) | ECCTA: Bus Fueling Station                         | \$ 6,498,543       | Archive project as project is completed                                         |
| SCL170017 | Sunnyvale                                          | Sunnyvale SNAIL Neighborhood Improvements          | \$ 6,046,000       | Archive project as project is completed                                         |
| ALA170063 | Oakland                                            | Lakeside Family Streets                            | \$ 5,415,000       | Archive project as project is completed                                         |
| ALA250238 | Port of Oakland                                    | Powering Progress: Electrification of Transport    | \$ 5,071,144       | Archive project as all funding has been obligated                               |
| MTC050027 | Water Emergency Transportation Authority (WETA)    | Ferry Service - Berkeley                           | \$ 5,019,664       | Archive project as all funding has been obligated                               |
| CC-070024 | Concord                                            | SR 242 / Clayton Road Interchange Improvements     | \$ 4,990,000       | Delete and archive the project as it will not move forward as a federal project |
| NAP130004 | Napa (City)                                        | SR-29 Bicycle and Pedestrian Undercrossing         | \$ 4,894,000       | Archive project as project is completed                                         |
| SF-230211 | San Francisco County Transport Authority (SFCTA)   | Hillcrest Road Improvement Project                 | \$ 4,850,000       | Archive project as project is completed                                         |
| CC-170042 | Pittsburg                                          | City of Pittsburg Pavement Improvements            | \$ 4,350,000       | Archive project as project is completed                                         |
| SF-250210 | San Francisco Municipal Transport Agency (SFMTA)   | Lincoln Way Traffic Signals                        | \$ 4,340,507       | Delete and archive the project as it will not move forward as a federal project |
| SCL230214 | Santa Clara Valley Transportation Authority (VTA)  | Transit Reliability Imp and Performance System     | \$ 4,082,328       | Archive project as project is completed                                         |
| ALA250205 | Hayward                                            | High Injury Network Supplemental Planning          | \$ 4,065,000       | Archive project as project is completed                                         |
| SOL170016 | Solano County                                      | Solano County Farm to Market Phase 3               | \$ 3,447,000       | Archive project as project is completed                                         |
| ALA190027 | Union City Transit                                 | Union City Transit: COVID-19 Emergency Transit Ops | \$ 3,258,451       | Archive project as project is completed                                         |
| SCL190053 | Santa Clara Valley Transportation Authority (VTA)  | VTA: Guadalupe Steam Rack Improv & Liner Replace   | \$ 3,200,000       | Archive project as project is completed                                         |
| SON210009 | Rohnert Park                                       | Southwest Boulevard Complete Streets               | \$ 3,154,000       | Archive project as project is completed                                         |
| ALA250206 | San Leandro                                        | Lake Chabot Road Erosion Repair                    | \$ 3,031,142       | Archive project as all funding has been obligated                               |
| SCL230238 | Santa Clara Valley Transportation Authority (VTA)  | Audio Frequency Train Activated Circuit (AFTAC)    | \$ 3,000,000       | Archive project as project is completed                                         |

### List of Projects Archived Since 2025 TIP Adoption

| TIP ID    | Sponsor                                            | Project Name                                       | Total Project Cost | Description of Change                                                           |
|-----------|----------------------------------------------------|----------------------------------------------------|--------------------|---------------------------------------------------------------------------------|
| MRN250209 | Marin County Transit District                      | Replace 4 Diesel XHF Vehicles with 30 ft. Buses    | \$ 2,702,400       | Archive project as project is completed                                         |
| MRN210201 | Marin County Transit District                      | MCTD ZEB Charging Infrastructure                   | \$ 2,599,452       | Archive project as project is completed                                         |
| ALA170065 | Hayward                                            | Hayward - Main Street Complete Street              | \$ 2,552,818       | Archive project as project is completed                                         |
| SM-230208 | Pacifica                                           | Sharp Park PDA Improvements                        | \$ 2,258,247       | Archive project as project is completed                                         |
| SCL210017 | Santa Clara Valley Transportation Authority (VTA)  | VTA Electronic Locker Upgrade and Replacement      | \$ 2,187,000       | Archive project as project is completed                                         |
| ALA210015 | Fremont                                            | Fremont Blvd-Grimmer Blvd Protected Intersection   | \$ 2,124,000       | Archive project as project is completed                                         |
| MRN230212 | Corte Madera                                       | Central Marin Regional Pathway Gap Closure         | \$ 2,075,000       | Archive project as project is completed                                         |
| MRN230211 | Marin County Transit District                      | MCTD- Onboard Technology                           | \$ 2,050,000       | Archive project as project is completed                                         |
| MRN230202 | Marin County Transit District                      | MCTD - Transit Corridor Improvements               | \$ 2,000,000       | Archive project as project is completed                                         |
| REG250204 | Metropolitan Transportation Commission (MTC)       | Innovative Deployments to Enhance Arterials TSP    | \$ 1,950,000       | Archive project as all funding has been obligated                               |
| SON210006 | Petaluma                                           | Petaluma: Purchase 2 Replacement Fixed Route Buses | \$ 1,894,000       | Archive project as project is completed                                         |
| ALA210014 | Fremont                                            | Fremont Blvd/Walnut Ave Protected Intersection     | \$ 1,865,000       | Archive project as project is completed                                         |
| MRN170003 | Marin County Transit District                      | MCTD: Replace Paratransit Vehicles                 | \$ 1,846,000       | Archive project as project is completed                                         |
| MRN210002 | Marin County Transit District                      | MCTD - Bus Stop Improvements                       | \$ 1,803,000       | Archive project as project is completed                                         |
| SCL230239 | Santa Clara Valley Transportation Authority (VTA)  | Advanced Passenger Management Project              | \$ 1,739,000       | Archive project as project is completed                                         |
| SF-230209 | San Francisco Municipal Transport Agency (SFMTA)   | Pay or Permit Parking Program Expansion            | \$ 1,687,564       | Archive project as project is completed                                         |
| SM-210006 | San Mateo (City)                                   | Delaware Street Safe Routes to School Corridor     | \$ 1,661,000       | Archive project as all funding has been obligated                               |
| ALA210018 | Alameda Contra Costa Transit District (AC Transit) | AC Transit: Quick Builds Transit Lanes             | \$ 1,651,065       | Archive project as project is completed                                         |
| SCL210015 | San Jose                                           | En Movimiento - Quick Strike Improvements          | \$ 1,601,577       | Archive project as project is completed                                         |
| CC-250223 | Eastern Contra Costa Transit Authority (Tri Delta) | ECCTA: 10 DR Bus Replacement                       | \$ 1,564,572       | Archive project as project is completed                                         |
| MRN250201 | Marin County Transit District                      | Hybrid Battery Refresh                             | \$ 1,538,150       | Archive project as project is completed                                         |
| CC-230236 | Central Contra Costa Transit Agency (CCCTA)        | CCCTA Replace (10) 40ft Urban Buses                | \$ 1,406,400       | Delete and archive the project as it will not move forward as a federal project |
| SM-170013 | Half Moon Bay                                      | Half Moon Bay - Poplar Complete Streets            | \$ 1,358,000       | Archive project as project is completed                                         |
| SM-210009 | Burlingame                                         | Burlingame Square Caltrain Station Mobility Hub    | \$ 1,319,371       | Archive project as project is completed                                         |
| REG230207 | Bay Area Rapid Transit District (BART)             | BART Variable Parking Pricing                      | \$ 1,295,606       | Archive project as project is completed                                         |
| ALA170074 | Alameda (City)                                     | Alameda Grand St Pavement Rehab and Safety Imps    | \$ 1,059,000       | Archive project as project is completed                                         |
| REG210201 | Metropolitan Transportation Commission (MTC)       | Priority Conservation Area Grant Implementation    | \$ 1,025,000       | Archive project as project is completed                                         |
| SF-230203 | Caltrain                                           | San Francisco RailyardsTOC Implementation Strategy | \$ 1,025,000       | Archive project as project is completed                                         |
| SCL250223 | Santa Clara Valley Transportation Authority (VTA)  | LRV Charging Station                               | \$ 1,000,000       | Delete and archive the project as it will not move forward as a federal project |
| SON210001 | Santa Rosa City Bus                                | Santa Rosa Transit Mall Roadbed Rehabilitation     | \$ 990,000         | Archive project as project is completed                                         |
| REG250202 | Bay Area Rapid Transit District (BART)             | BART Cyber Security                                | \$ 960,127         | Archive project as project is completed                                         |
| VAR230202 | Caltrain                                           | Fencing for Caltrain Right of Way                  | \$ 904,000         | Archive project as project is completed                                         |
| SON170025 | Sonoma County Regional Parks                       | Joe Rodota Trail Bridge Replacement                | \$ 870,000         | Archive project as project is completed                                         |
| SM-210002 | Redwood City                                       | Roosevelt Ave Quick-build Traffic Calming          | \$ 830,000         | Archive project as project is completed                                         |
| SON170017 | Petaluma                                           | Petaluma AVL Equipment                             | \$ 824,000         | Archive project as project is completed                                         |
| SF-070003 | San Francisco Municipal Transport Agency (SFMTA)   | Historic Streetcar Extension to Fort Mason         | \$ 741,000         | Delete and archive the project as it will not move forward as a federal project |
| ALA250229 | Livermore                                          | Citywide Systematic Safety Enhancement Project     | \$ 700,000         | Archive project as project is completed                                         |
| SON210005 | Sebastopol                                         | SR 116 and Bodega Ave Pedestrian Improvements      | \$ 646,000         | Archive project as project is completed                                         |
| SOL170015 | Solano County                                      | Solano County Roadway Preservation                 | \$ 617,000         | Archive project as project is completed                                         |
| CC-150013 | Contra Costa Transportation Authority (CCTA)       | SR 4 Integrated Corridor Management                | \$ 600,000         | Archive project as all funding has been obligated                               |
| SM-170043 | Belmont                                            | Belmont Pavement Preservation                      | \$ 600,000         | Archive project as all funding has been obligated                               |
| SCL250203 | Santa Clara (City)                                 | Santa Clara Vision Zero Plan                       | \$ 570,000         | Archive project as all funding has been obligated                               |
| SON230207 | Petaluma                                           | Petaluma Paratransit Replacements                  | \$ 529,000         | Archive project as project is completed                                         |
| SCL230215 | Santa Clara Valley Transportation Authority (VTA)  | Wheels on the Bus – Real-Time Data (RTD)           | \$ 500,616         | Archive project as project is completed                                         |
| ALA250201 | Alameda County                                     | ACPWA Safety Action Plan                           | \$ 500,000         | Archive project as project is completed                                         |
| ALA210017 | Alameda Contra Costa Transit District (AC Transit) | Tempo Quick Build Transit Lane Delineation         | \$ 440,000         | Archive project as project is completed                                         |
| SM-210010 | Millbrae                                           | Millbrae Transit Center MicroMobility Hub Pilot    | \$ 430,000         | Archive project as project is completed                                         |
| CC-250203 | Eastern Contra Costa Transit Authority (Tri Delta) | ECCTA: Comprehensive Operational Analysis          | \$ 400,000         | Archive project as project is completed                                         |
| SCL210033 | Santa Clara Valley Transportation Authority (VTA)  | VTA North Yard Tire Awning                         | \$ 400,000         | Archive project as project is completed                                         |
| VAR170023 | Metropolitan Transportation Commission (MTC)       | Freeway Performance Program: SR-84                 | \$ 375,000         | Archive project as project is completed                                         |

### List of Projects Archived Since 2025 TIP Adoption

| TIP ID    | Sponsor                                          | Project Name                                       | Total Project Cost | Description of Change                                                           |
|-----------|--------------------------------------------------|----------------------------------------------------|--------------------|---------------------------------------------------------------------------------|
| SM-210011 | Millbrae                                         | Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps | \$ 363,266         | Archive project as project is completed                                         |
| SM-210007 | Burlingame                                       | Burlingame Ped Safe Routes and Mobility Imp        | \$ 280,000         | Archive project as project is completed                                         |
| SOL210007 | Vallejo                                          | Vallejo Ferry Mobility Hub Improvement             | \$ 226,000         | Archive project as project is completed                                         |
| MRN170004 | Marin County Transit District                    | MCTD: Replace Paratransit Vehicles with Vans       | \$ 206,530         | Archive project as project is completed                                         |
| ALA250251 | Hayward                                          | Streetlight Conversion to LEDs                     | \$ 100,000         | Archive project as project is completed                                         |
| VAR210006 | Metropolitan Transportation Commission (MTC)     | Technical Assistance Mobility Hub Pilot Program    | \$ 90,000          | Archive project as all funding has been obligated                               |
| MRN210007 | Marin County Transit District                    | MCTD: Replace Demand Response Vans                 | \$ 84,000          | Archive project as project is completed                                         |
| CC-210013 | San Ramon                                        | San Ramon Transit Center - Shared Mobility Hub     | \$ -               | Delete and archive the project as it will not move forward as a federal project |
| CC-230001 | East Bay Regional Park District (EBRPD)          | Martinez Bay Trail Gap Closure                     | \$ -               | Delete and archive the project as it will not move forward as a federal project |
| CC-230217 | Central Contra Costa Transit Agency (CCCTA)      | CCCTA - Replace 40' Buses                          | \$ -               | Archive project as it is duplicative of another TIP project                     |
| SF-250211 | San Francisco Municipal Transport Agency (SFMTA) | Smart and Integrated Management and Fleet Charging | \$ -               | Delete and archive the project as it will not move forward as a federal project |
| SM-170011 | San Mateo (City)                                 | US 101/Peninsula Avenue Interchange Improvements   | \$ -               | Delete and archive the project as it will not move forward as a federal project |

Appendix E.

# Delayed Projects Since 2025 TIP Approval



**List of Projects in the 2027 TIP Delayed Since the 2025 TIP**

| <b>TIP ID</b> | <b>Sponsor</b>      | <b>Project Name</b>                                | <b>TIP Funding</b> | <b>Total Cost</b> | <b>Status</b>                                                          |
|---------------|---------------------|----------------------------------------------------|--------------------|-------------------|------------------------------------------------------------------------|
| ALA170042     | ACE                 | ACE Platform Extensions                            | \$ 15,259,000      | \$ 15,834,000     | Project delayed                                                        |
| ALA190018     | MTC                 | Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext  | \$ 500,000         | \$ 8,500,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| ALA210027     | MTC                 | Bay Bridge Forward I-80/ Powell I/C Transit Access | \$ 6,400,000       | \$ 8,200,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| ALA210033     | CCJPA               | CCJPA SR84 Intermodal Bus Facility                 | \$ 100,000         | \$ 49,520,000     | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| ALA230233     | ACTC                | Jackson Street Parallel Bike Improvements          | \$ 1,850,000       | \$ 2,448,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| CC-050076     | Richmond            | I-80/Central Avenue - Local Portion                | \$ 4,893,000       | \$ 15,704,000     | Project delayed                                                        |
| CC-210011     | Caltrans            | Central Ave I-80 Undercrossing Ped/Bike Improve    | \$ 2,248,000       | \$ 3,833,000      | Project delayed                                                        |
| CC-230203     | Pittsburg           | Pittsburg's Delta de Anza Multimodal Trail Safety  | \$ 4,509,406       | \$ 5,009,406      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| CC-230204     | Richmond            | McBryde Avenue Safe Routes to Parks                | \$ 2,150,000       | \$ 2,710,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| CC-230206     | Walnut Creek        | Walnut Creek Safe Routes to School Infrastructure  | \$ 4,857,111       | \$ 5,195,980      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| CC-230207     | Pinole              | Bay Trail Gap Closure at Tennent Avenue            | \$ 1,250,000       | \$ 1,365,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| CC-230209     | Concord             | Galindo Street Multimodal Corridor Project         | \$ 3,797,000       | \$ 4,201,330      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| CC-230219     | Pittsburg           | Pittsburg Center Smart City Pilot                  | \$ 1,129,561       | \$ 1,355,474      | Project delayed                                                        |
| CC-230222     | Martinez            | Downtown Martinez Parking Technology Upgrades      | \$ 1,433,541       | \$ 1,433,541      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| MRN230201     | San Rafael          | San Rafael 2nd and 4th Street Intersection Improve | \$ 4,070,039       | \$ 4,070,039      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SCL210026     | San Jose            | Julian and St. James Couplet Conversion            | \$ 16,217,000      | \$ 18,849,844     | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SCL230204     | Morgan Hill         | Monterey Road Traffic, Bicycle, and Pedestrian Imp | \$ 4,431,000       | \$ 4,431,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SCL230206     | Los Altos           | N San Antonio Rd Complete Streets Project          | \$ 7,719,140       | \$ 9,122,524      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SCL230209     | San Jose            | Signalized Intersections Pedestrian Safety Improve | \$ 6,000,000       | \$ 7,875,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SF-230201     | SFMTA               | Central Embarcadero Safety Project                 | \$ 7,320,000       | \$ 10,695,000     | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SF-230210     | SFMTA               | Howard Streetscape Improvement Project             | \$ 46,319,302      | \$ 49,479,877     | Project delayed                                                        |
| SM-230201     | Burlingame          | Rollins Road Bicycle and Pedestrian Improvement    | \$ 3,400,000       | \$ 3,900,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SM-230204     | Redwood City        | Roosevelt Avenue Traffic Calming project           | \$ 3,900,000       | \$ 4,250,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SM-230206     | South San Francisco | School St/Spruce Ave and Hillside Blvd Safety Imps | \$ 3,128,000       | \$ 3,943,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SM-230207     | Redwood City        | Bay Road Complete Street Rehabilitation            | \$ 3,508,975       | \$ 4,356,146      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SOL230201     | Vallejo             | Sacramento Street Road Diet - Phase II             | \$ 975,000         | \$ 1,026,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SOL230202     | Benicia             | East Fifth Street PDA - Affordable Housing Streets | \$ 295,000         | \$ 351,463        | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SON170024     | Healdsburg          | Healdsburg Avenue Complete Streets Improvements    | \$ 13,777,000      | \$ 14,763,831     | Project delayed - Will request allocation extension 6/2026             |
| SON230202     | Sonoma County       | Todd Road and Standish Avenue Intersection Improve | \$ 2,450,000       | \$ 2,560,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SON230203     | Santa Rosa          | Highway 101 Hearn Avenue Multi-Use Pathway and Pav | \$ 1,275,000       | \$ 1,618,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SON230205     | Healdsburg          | Healdsburg: Grove Street Neighborhood Plan Imp     | \$ 2,505,000       | \$ 2,860,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |
| SON230206     | Santa Rosa          | Downtown Connectivity to Support Housing Density   | \$ 2,924,000       | \$ 3,044,000      | Project delayed; sponsor planning to submit for obligation in FFY26/27 |

Note: Delayed projects include those that were listed in the 2025 TIP with funding through 2027 but have since been updated to extend the timeline past 2027.  
Project status for projects on this list were confirmed with project sponsors and/or MTC program managers.

Appendix F.

# Public Notifications

## Public Notifications

1. July 10, 2026 - Postcard announcing the availability of the Draft 2027 TIP sent to interested parties\*
2. July 14, 2026 - E-Blast announcing the availability of the Draft 2027 TIP\*
3. July 14, 2026- MTC Blog Post (*The Bay Link*) announcing the availability of the Draft 2027 TIP
4. July 15, 2026 - E-Blast announcing the extension of the Draft 2027 TIP public comment period to August 13, 2026
5. July 15, 2026 - MTC Web Story announcing the availability of the Draft 2027 TIP
6. July 30, 2026 - MTC Social Media Posts (*BlueSky, Facebook, LinkedIn, Threads*) announcing the availability of the Draft 2027 TIP
7. August 4, 2026 - Letters to California Native American tribes and federally recognized tribes announcing the availability of the Draft 2027 TIP
8. August 5, 2026 - E-Blast reminder about the availability of the Draft 2027 TIP
9. August 12, 2026 - E-Blast reminder about the availability of the Draft 2027 TIP

*\*Note: On July 15, 2026, MTC extended the public comment period to August 13, 2026. Public notification materials that were distributed before the comment period had been extended reflected the earlier August 12 end date for the public comment period.*



# Help shape the future of Bay Area transportation



**Deadline for public comment:**  
**August 12, 2026**  
**[mtc.ca.gov/TIP](https://mtc.ca.gov/TIP)**

# We want to hear from you!

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

The Draft 2027 Transportation Improvement Program (TIP) is a funding document that helps implement the investment priorities reflected in Plan Bay Area 2050+, the region's long-range plan. Updated every two years, the TIP reflects the Bay Area's near-term transportation investment priorities and helps some of the most significant projects and programs become a reality. It includes projects that support all modes of travel, such as transit, highways, bridges, local streets and roads, biking, walking and freight movement.

Also open for public comment is the Draft Transportation-Air Quality Conformity Analysis for the 2027 Transportation Improvement Program. The Conformity Analysis demonstrates that the TIP complies with federal transportation air quality regulations.

**The public comment period for both documents will remain open through August 12, 2026.**

**Visit [mtc.ca.gov/TIP](https://mtc.ca.gov/TIP) to review and provide feedback.**

Do you need translation services or any other assistance to participate? Please call 415.778.6757.  
¿Necesita servicios de traducción u otra ayuda para participar? Por favor llámenos al 415.778.6757.  
您是否需要翻譯服務或其他協助才能參加活動？如有需要，請提前三天致電 415.778.6757 與我們聯係。

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

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
TEL: 415-778-6700  
EMAIL: [info@bayareametro.gov](mailto:info@bayareametro.gov)

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**From:** MTC <mtc.updates@service.govdelivery.com>  
Tuesday, July 14, 2026 9:16 AM

**Subject:** MTC Seeks Comments on the Draft 2027 Transportation Improvement Program

\*External Email\*

Having trouble viewing this email? [View it as a Web page.](#)



**METROPOLITAN TRANSPORTATION COMMISSION**

## Help Shape the Future of Bay Area Transportation

**The Metropolitan Transportation Commission invites input on the Draft 2027 Transportation Improvement Program (TIP) and the Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP.**



The [Draft 2027 Transportation Improvement Program \(TIP\)](#) is a funding document that helps implement the policy and investment priorities expressed by the public and adopted by the Metropolitan Transportation Commission (MTC) in [Plan Bay Area 2050+](#), the region's long-range plan. Updated every two years, the TIP reflects the Bay Area's near-term transportation investment priorities and helps the largest and most significant projects and programs become a reality. It includes projects that support all modes of travel, such as transit, highways, bridges, local streets and roads, biking, walking and freight movement.

The Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP also is available for public review and comment. The Conformity Analysis demonstrates that both the TIP and the plan comply with federal transportation air quality regulations.

**View and comment on the TIP and the Conformity Analysis  
online at [mtc.ca.gov/TIP](https://mtc.ca.gov/TIP).**

The public comment period for both documents will remain open through 5 p.m., Wednesday, August 12, 2026.

Written comments will be accepted via the comment form on the TIP webpage ([mtc.ca.gov/TIP](https://mtc.ca.gov/TIP)), via email to [info@bayareametro.gov](mailto:info@bayareametro.gov) (include "Draft 2027 TIP Comments" in the subject line), or via mail to Metropolitan Transportation Commission, Attn: Draft 2027 TIP Comments, 375 Beale Street, Suite 800, San Francisco, CA 94105.

**Interested individuals and organizations also are invited to submit oral comments during MTC's standing Programming & Allocations Committee meeting scheduled for Wednesday, August 12, 2026 at 9:45 a.m. (or at the conclusion of the Administration Committee meeting, whichever is later).**

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

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

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

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## 請求幫助! | ¡Solicite ayuda! | Request assistance!

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## TRANSPORTATION

# Comment on the Draft 2027 Transportation Improvement Program

July 14, 2026



Credit: Karl Nielsen

MTC today released the [Draft 2027 Transportation Improvement Program \(TIP\)](#) [↗](#), a comprehensive four-year spending plan that lists all Bay Area transportation projects and programs that are federally funded; projects that anticipate action by a federal agency; and other major regional projects. All told, the list includes more than 400 Bay Area projects and reflects approximately \$13.8 billion in committed federal, state and local funding for the four-year period through 2030.



The TIP includes multiple funding programs that support different types of transportation projects. These programs — and the projects they fund — all work together to help advance the vision of [Plan Bay Area 2050+](#), [the Bay Area’s long-range plan for transportation, housing, the economy and the environment.](#)

Investments in the TIP support transit, highways, bridges, local streets and roads, bicycling, walking and freight movement. In the Draft 2027 TIP, transit is slated to receive the largest financial investment, while bicycling/walking projects have the largest total number of projects.

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

In conjunction with the release of the Draft 2027 TIP, MTC also released the [Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP](#) [the](#), which ensures that both the Draft 2027 TIP and Plan Bay Area 2050+ conform to federal air quality requirements. Conformity means the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards.

## **Comment on the Draft 2027 TIP and Air Quality Conformity Analysis**

MTC encourages public comment on the Draft 2027 TIP and the Draft Transportation-Air Quality Conformity Analysis. The public comment period for both documents will remain open through 5 p.m., Thursday, August 13, 2026.

These documents will be presented at a public meeting to be held both in-person and virtually via Zoom during MTC’s [Programming and Allocations Committee meeting on August 12, 2026](#) [the](#), at 9:45 a.m., or immediately following MTC’s Administration Committee meeting, whichever occurs later.

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**From:** MTC <mtc.updates@service.govdelivery.com>  
**Sent:** Wednesday, July 15, 2026 3:36 PM  
**Subject:** MTC Seeks Comments on the Draft 2027 Transportation Improvement Program - Comment Period Extended

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**View and comment on the TIP and the Conformity Analysis  
online at [mtc.ca.gov/TIP](https://mtc.ca.gov/TIP).**

The public comment period for both documents will now remain open through 5 p.m., Thursday, August 13, 2026.

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## News & Media

Wednesday, July 15, 2026 Update

# Comment on the Draft 2027 Transportation Improvement Program



Credit: Karl Nielsen

MTC today released the [Draft 2027 Transportation Improvement Program \(TIP\)](#), a comprehensive four-year spending plan that lists all Bay Area transportation projects and programs that are federally funded; projects that anticipate action by a federal agency; and other major regional projects. All told, the list includes more than 400 Bay Area projects and reflects approximately \$13.8 billion in committed federal, state



and local funding for the four-year period through 2030.

The TIP includes multiple funding programs that support different types of transportation projects. These programs — and the projects they fund — all work together to help advance the vision of [Plan Bay Area 2050+](#), the Bay Area's long-range plan for transportation, housing, the economy and the environment.

Investments in the TIP support transit, highways, bridges, local streets and roads, bicycling, walking and freight movement. In the Draft 2027 TIP, transit is slated to receive the largest financial investment, while bicycling/walking projects have the largest total number of projects.

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

In conjunction with the release of the Draft 2027 TIP, MTC also released the [Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP](#) (file updated July 15, 2026), which ensures that both the Draft 2027 TIP and Plan Bay Area 2050+ conform to federal air quality requirements. Conformity means the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards.

## Comment on the Draft 2027 TIP and Air Quality Conformity Analysis

MTC encourages public comment on the Draft 2027 TIP and the Draft Transportation-Air Quality Conformity Analysis. **The review and comment period will close on Thursday, August 13, 2026, at 5 p.m.**

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Comment on the Draft 2027 Transportation Improvement Program

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August 4, 2026

The Honorable Silver Galleto  
Cloverdale Rancheria of Pomo Indians of California  
555 South Cloverdale Blvd., Suite A  
Cloverdale, CA 95425-4043

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Vice Chair Galleto,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful Government-to-Government consultation with federally recognized tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a federally recognized Tribal Nation with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Cloverdale Rancheria of Pomo Indians of California may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

cc: The Honorable Patricia Hermosillo  
Ms. Christina Hermosillo, Secretary  
Ms. Vickey Macias, Tribal Administrator/Transportation Planner  
Ms. Sandra Roope, Representative  
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**RE: Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Hermosillo,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful Government-to-Government consultation with federally recognized tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a federally recognized Tribal Nation with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Cloverdale Rancheria of Pomo Indians of California may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

cc: The Honorable Silver Galleto  
Ms. Christina Hermosillo, Secretary  
Ms. Vickey Macias, Tribal Administrator/Transportation Planner  
Ms. Sandra Roope, Representative  
Ms. Elaine Willits, Treasurer

AF:lle



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Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Chris Wright  
Dry Creek Rancheria Band of Pomo Indians  
P.O. Box 607  
Geyserville, CA 95441-0607

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Wright,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Dry Creek Rancheria Band of Pomo Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Fremier".

Andrew B. Fremier  
Executive Director

cc: The Honorable Salvina Norris, Vice Chair  
Mr. Jeremiah Hammerand, Project Manager

AF:lle



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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Salvina Norris  
Dry Creek Rancheria Band of Pomo Indians  
P.O. Box 607  
Geyserville, CA 95441-0607

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Vice Chair Norris,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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In the meantime, we welcome any comments, questions or recommendations Dry Creek Rancheria Band of Pomo Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Andrew B. Fremier  
Executive Director

cc: The Honorable Chris Wright, Chairperson  
Mr. Jeremiah Hammerand, Project Manager

AF:lle



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Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Greg Sarris  
Federated Indians of Graton Rancheria  
6400 Redwood Drive, Suite 300  
Rohnert Park, CA 94928-2341

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairman Sarris,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Federated Indians of Graton Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

AF:lle



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August 4, 2026

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*Vacant*  
California State  
Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

The Honorable Reno Keoni Franklin  
Kashia Band of Pomo Indians of the Stewarts Point Rancheria  
1420 Guerneville Road, Suite 1  
Santa Rosa, CA 95403-4124

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Franklin,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Kashia Band of Pomo Indians of the Stewarts Point Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: The Honorable Elayne May-Muro, Vice Chairperson  
Ms. Marlene Adam, Member-At-Large  
Ms. Tara Antone, Member-At-Large  
Mr. Dino Franklin, Jr., Tribal Secretary  
Ms. Nina Hapner, Director of Environmental Services  
Ms. Glenda Jacob-McGill, Member-At-Large  
Mr. Anthony Macias, Tribal Historic Preservation Officer  
Mr. Vaughn Pena, Tribal Administrator  
Mr. Enrique Sanchez, Emergency Services

AF:lle



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August 4, 2026

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*Andrew B. Fremier*  
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*Alix Bockelman*  
Chief Deputy Executive Director

The Honorable Elayne May-Muro  
Kashia Band of Pomo Indians of the Stewarts Point Rancheria  
1420 Guerneville Road, Suite 1  
Santa Rosa, CA 95403-4124

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Tribal Vice Chairperson May-Muro,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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Andrew B. Fremier  
Executive Director

cc: The Honorable Reno Keoni Franklin, Chairperson  
Ms. Marlene Adam, Member-At-Large  
Ms. Tara Antone, Member-At-Large  
Mr. Dino Franklin, Jr., Tribal Secretary  
Ms. Nina Hapner, Director of Environmental Services  
Ms. Glenda Jacob-McGill, Member-At-Large  
Mr. Anthony Macias, Tribal Historic Preservation Officer  
Mr. Vaughn Pena, Tribal Administrator  
Mr. Enrique Sanchez, Emergency Services

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Darin Beltran  
Koi Nation of Northern California  
P.O. Box 3162  
Santa Rosa, CA 95402

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairman Beltran,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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In the meantime, we welcome any comments, questions or recommendations Koi Nation of Northern California may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Andrew B. Fremier  
Executive Director

cc: The Honorable Dino Beltran, Vice Chair  
Ms. Judy Fast Horse, Secretary

AF:lle



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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Dino Beltran  
Koi Nation of Northern California  
P.O. Box 3162  
Santa Rosa, CA 95402-0000

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Vice Chair Beltran,

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Andrew B. Fremier  
Executive Director

cc: The Honorable Darin Beltran, Chairman  
Ms. Judy Fast Horse, Secretary

AF:lle



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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Cathy Lopez  
Lytton Rancheria Band of Pomo Indians  
437 Aviation Blvd.  
Santa Rosa, CA 95403-0000

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Vice Chairperson Lopez,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful Government-to-Government consultation with federally recognized tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a federally recognized Tribal Nation with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Lytton Rancheria Band of Pomo Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: The Honorable Marjorie Mejia, Chairperson  
Ms. Mary Figueroa, Tribal Official  
Ms. Lisa Miller, Tribal Administrator  
Mr. Danny Ocampo, Secretary  
Mr. Burt Steele, Treasurer  
Ms. Carol Steele, Tribal Official  
Mr. Daniel Steele Jr., Tribal Official

AF:lle



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*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Marjorie Mejia  
Lytton Rancheria Band of Pomo Indians  
437 Aviation Blvd.  
Santa Rosa, CA 95403

RE: **Draft 2027 Transportation Improvement Program Available for Review  
and Input**

Dear Chairperson Mejia,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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Andrew B. Fremier  
Executive Director

cc: The Honorable Cathy Lopez, Vice Chairperson  
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Ms. Lisa Miller, Tribal Administrator  
Mr. Danny Ocampo, Secretary  
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Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Valentin Lopez  
Amah Mutsun Tribal Band  
P.O. Box 5272  
Galt, CA 95632

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Lopez,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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In the meantime, we welcome any comments, questions or recommendations Amah Mutsun Tribal Band may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Sincerely,

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Andrew B. Fremier  
Executive Director

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

The Honorable Irenne Zwierlein  
Amah Mutsun Tribal Band of Mission San Juan Bautista  
789 Canada Road  
Woodside, CA 94062

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Zwierlein,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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In the meantime, we welcome any comments, questions or recommendations Amah Mutsun Tribal Band of Mission San Juan Bautista may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Andrew B. Fremier  
Executive Director

AF:lle

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Chief Deputy Executive Director

The Honorable Philip Gomez  
Big Valley Rancheria/Big Valley Band of Pomo Indians  
2726 Mission Road  
Lakeport, CA 95453

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Gomez,

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Andrew B. Fremier  
Executive Director

cc: The Honorable Michael Gomez, Vice Chair  
Ms. Vivian McCloud, Secretary  
Mr. Ben Ray, Tribal Administrator  
Ms. Sarah Ryan, EPA Director

AF:lle

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The Honorable Michael Gomez  
Big Valley Rancheria/Big Valley Band of Pomo Indians  
2726 Mission Road  
Lakeport, CA 95453

RE: **Draft 2027 Transportation Improvement Program Available  
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Andrew B. Fremier  
Executive Director

cc: The Honorable Philip Gomez, Chairperson  
Ms. Vivian McCloud, Secretary  
Mr. Ben Ray, Tribal Administrator  
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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Daniel Gomez  
Cachil Dehe Band of Wintun Indians of the Colusa Indian Community  
3730 Highway 45  
Colusa, CA 95932

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Gomez,

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In the meantime, we welcome any comments, questions or recommendations Cachil Dehe Band of Wintun Indians of the Colusa Indian Community may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Andrew B. Fremier  
Executive Director

cc: Ms. Molly West, Tribal Administrator

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Tony Cerda  
Coastanoan Rumsen Carmel Tribe  
244 E. 1st Street  
Pomona, CA 91766

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Cerda,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Coastanoan Rumsen Carmel Tribe may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

cc: Ms. Carla Marie Munoz, Tribal Councilwoman  
Ms. Desiree Munoz, Tribal Liaison

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable John Feliz  
Coyote Valley Band of Pomo Indians  
P.O. Box 39  
Redwood Valley, CA 95470-0039

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Feliz,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Coyote Valley Band of Pomo Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

cc: Mr. Paul Fernandez, Housing Director  
Mr. Brad McDonald, Tribal Administrator

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Donald Duncan  
Guidiville Indian Rancheria  
P.O. Box 339  
Talmage, CA 95481

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Duncan,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Guidiville Indian Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: Mr. Michael Derry, Planner/Economic Developer  
Bunny Tarin, Tribal Administrator

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Ann Marie Sayers  
Indian Canyon Mutsun Band of Costanoan  
P.O. Box 28  
Hollister, CA 95024

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Sayers,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Indian Canyon Mutsun Band of Costanoan may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

AF:lle

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Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Sara A. Dutschke  
Ione Band of Miwok Indians  
P.O. Box 699  
Plymouth, CA 95669-0699

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Dutschke,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Ione Band of Miwok Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent and the last name "Fremier" following in a similar style.

Andrew B. Fremier  
Executive Director

cc: Mr. Jereme Dutschke, Cultural Resources Coordinator  
Chris Hendricks, Tribal Council Secretary  
Mr. Marlon Stevens, Tribal Administrator

AF:lle

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*Sue Noack, Chair*  
Cities of Contra Costa County

August 4, 2026

*Stephanie Moulton-Peters,  
Vice Chair*  
Marin County and Cities

The Honorable Charlie Wright  
Kletsel Dehe Wintun Nation of the Cortina Rancheria  
P.O. Box 1630  
570 6th Street, Suite E  
Williams, CA 95987-1630

*Margaret Abe-Koga*  
Santa Clara County

*Eddie Abu*  
San Francisco Bay Conservation  
and Development Commission

*Candace Andersen*  
Contra Costa County

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

*Marilyn Ezzy Ascraft*  
Cities of Alameda County

*Pat Burt*  
Cities of Santa Clara County

Dear Chairperson Wright,

*Noelia Corzo*  
San Mateo County

*Victoria Fleming*  
Sonoma County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Alicia John-Baptiste*  
San Francisco Mayor's Appointee

*Barbara Lee*  
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U.S. Department of Housing  
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*Vacant*  
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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Kletsel Dehe Wintun Nation of the Cortina Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: Ms. Connie Gomez, Acting Tribal Administrator

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Jose Simon III  
Middletown Rancheria of Pomo Indians  
P.O. Box 1035  
Middletown, CA 95461

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Simon,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Middletown Rancheria of Pomo Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: Ms. Kim Cole, Tribal Administrator  
Mr. Dylan Finley, Housing Director

AF:lle

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*Vacant*  
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Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Scott Gabaldon  
Mishewal-Wappo Tribe of Alexander Valley  
2275 Silk Road  
Windsor, CA 95492

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Gabaldon,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Mishewal-Wappo Tribe of Alexander Valley may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

AF:lle

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Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Monica V. Arellano  
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area  
20885 Redwood Road, Suite 232  
Castro Valley, CA 94546

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Vice Chairwoman Arellano,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Muwekma Ohlone Indian Tribe of the San Francisco Bay Area may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Charlene Nijmeh  
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area  
20885 Redwood Road, Suite 232  
Castro Valley, CA 94546

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Nijmeh,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Muwekma Ohlone Indian Tribe of the San Francisco Bay Area may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Sincerely,

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Andrew B. Fremier  
Executive Director

AF:lle

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*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Katherine Erolinda Perez  
North Valley Yokuts Tribe  
P.O. Box 717  
Linden, CA 95236

**RE: Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Perez,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations North Valley Yokuts Tribe may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

AF:lle

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Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Leona Williams  
Pinoleville Pomo Nation  
500 B Pinoleville Drive  
Ukiah, CA 95482

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Williams,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Pinoleville Pomo Nation may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

AF:lle

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Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Salvador Rosales  
Potter Valley Tribe  
2251 South State Street  
Ukiah, CA 95482-6723

**RE: Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Rosales,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Potter Valley Tribe may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: Ms. Rosemary Rahmaoui, Tribal Administrative Secretary

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Debra Ramirez  
Redwood Valley Rancheria  
3250 Road I  
Redwood Valley, CA 95470-9526

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Ramirez,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Redwood Valley Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

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Andrew B. Fremier  
Executive Director

cc: Ms. Mary Camp, Tribal Administrator  
Ms. Linda Rosas, Transportation Planner

AF:lle

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Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Beniakem Cromwell  
Robinson Rancheria of Pomo Indians  
P.O. Box 4015  
1545 E. Hwy 20  
Nice, CA 95464

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Cromwell,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

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**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Robinson Rancheria of Pomo Indians may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

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Sincerely,

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Andrew B. Fremier  
Executive Director

cc: Mr. Anthony Duncan, Tribal Transportation Planner  
Ms. Esther Stauffer, Tribal Administrator

AF:lle

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*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Corrina Gould  
The Confederated Villages of Lisjan  
10926 Edes Avenue  
Oakland, CA 94603

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Gould,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations The Confederated Villages of Lisjan may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent than the last name "Fremier".

Andrew B. Fremier  
Executive Director

AF:lle

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Cities of Contra Costa County

August 4, 2026

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Vice Chair*  
Marin County and Cities

*Margaret Abe-Koga*  
Santa Clara County

*Eddie Abu*  
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*Pat Burt*  
Cities of Santa Clara County

*Noelia Corzo*  
San Mateo County

*Victoria Fleming*  
Sonoma County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Alicia John-Baptiste*  
San Francisco Mayor's Appointee

*Barbara Lee*  
Oakland Mayor's Appointee

*Matt Maban*  
San Jose Mayor's Appointee

*Amber Manfree*  
Napa County and Cities

*Mitch Masburn*  
Solano County and Cities

*Myrna Melgar*  
City and County of San Francisco

*Nate Miley*  
Alameda County

*Gina Papan*  
Cities of San Mateo County

*Belia Ramos*  
Association of Bay Area  
Governments

*Libby Schaaf*  
U.S. Department of Housing  
and Urban Development

*Vacant*  
California State  
Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

The Honorable Gene Whitehouse  
United Auburn Indian Community of the Auburn Rancheria  
10720 Indian Hill Road  
Auburn, CA 95603

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Whitehouse,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations United Auburn Indian Community of the Auburn Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier". The signature is fluid and cursive, with the first name "Andy" and last name "Fremier" clearly distinguishable.

Andrew B. Fremier  
Executive Director

cc: Mr. Brian Guth, Tribal Administrator

AF:lle

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City and County of San Francisco

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*Gina Papan*  
Cities of San Mateo County

*Belia Ramos*  
Association of Bay Area  
Governments

*Libby Schaaf*  
U.S. Department of Housing  
and Urban Development

*Vacant*  
California State  
Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Jesus Tarango  
Wilton Rancheria  
9728 Kent Street  
Elk Grove, CA 95624

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Tarango,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Wilton Rancheria may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.



Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent and the last name "Fremier" following in a similar style.

Andrew B. Fremier  
Executive Director

cc: Mr. Dahlton Brown, Director of Administration  
Mr. Herbert Griffin, Cultural Preservation Department  
Mr. Steve Hutchason, Tribal Historic Preservation Officer

AF:lle

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San Mateo County

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*Libby Schaaf*  
U.S. Department of Housing  
and Urban Development

*Vacant*  
California State  
Transportation Agency

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

August 4, 2026

The Honorable Anthony Roberts  
Yocha Dehe Wintun Nation  
P.O. Box 18  
Brooks, CA 95606

RE: **Draft 2027 Transportation Improvement Program Available  
for Review and Input**

Dear Chairperson Roberts,

On behalf of the Metropolitan Transportation Commission (MTC), I respectfully invite your Tribe's review and input on the Draft 2027 Transportation Improvement Program (TIP). The TIP is a key programming document that identifies transportation investments and helps implement the priorities established through Plan Bay Area 2050+, the region's long-range plan for transportation, housing, the environment and economic resilience.

MTC is committed to fostering meaningful consultation with California Native American tribes and ensuring that tribal perspectives are considered in regional planning and funding decisions. As a Tribe with longstanding ties to the San Francisco Bay Area, your perspectives are important to the transportation decisions that affect the region.

**We welcome the opportunity to learn how MTC can better support your Tribe's participation in the Commission's processes and decision-making. To that end, we would appreciate the opportunity to meet with you or your designated representatives at a time and location that is convenient for you.**

In the meantime, we welcome any comments, questions or recommendations Yocha Dehe Wintun Nation may wish to provide on the Draft 2027 TIP. The TIP is available for review at [mtc.ca.gov/TIP](http://mtc.ca.gov/TIP).

Leslie Lara-Enríquez, Assistant Director of Public Engagement, will follow up regarding a potential meeting and can serve as your point of contact. She may be reached at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) or (415) 778-5258.

Thank you for your consideration and for the opportunity to engage with your Tribe. We value your partnership and look forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent than the last name "Fremier".

Andrew B. Fremier  
Executive Director

cc: Laverne Bill, Cultural Resources Director  
Ms. Shelley Ferguson, Director of Administration  
Mr. James Kinter, Tribal Secretary/Tribal Historic Preservation Officer

AF:lle

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Appendix G.

# Response to Public Comments on the Draft 2027 TIP

| Metropolitan Transportation Commission                |           |                                                    |              |                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------|-----------|----------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2027 Federal Transportation Improvement Program (TIP) |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Comments/Requested Changes to Draft Project Listings  |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Project Sponsor                                       | TIP ID    | Project Title                                      | Program Year | Change                                                                                                                                                                                                                                                            |
| ACTC                                                  | ALA170009 | I-680 Express Lanes from SR84 to Alcosta Boulevard | 2027         | Update the funding plan to add \$6M in FY27 Local Sales tax funds and change the fund source of \$13.8M in FY31 RTP-LRP to FY27 Local Sales tax funds                                                                                                             |
| ACTC                                                  | VAR250210 | I-680 Express Lane Striping and Signing            | 2028         | Update the funding plan to reprogram \$1.5M in Local toll funds from FY27 to FY28                                                                                                                                                                                 |
| Dublin                                                | ALA230227 | Village Parkway Complete Streets Improvements      | 2027         | Update the funding plan to add \$850K in FY28 CPFCDs Earmark funds                                                                                                                                                                                                |
| Hayward                                               | ALA170046 | I-880 I/C Improvements (Winton Ave and A St)       | Prior        | Update the funding plan to reprogram \$50K in Repurposed Earmark from FY24 to FY26. Also change the fund source of \$50K in RIP funds to Local funds and reprogram from FY24 to FY26. Also update the Expanded Description to clarify implementing agency details |
| <b>Contra Costa County</b>                            |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| San Ramon                                             | CC-190001 | Crow Canyon Road (Alcosta to Indian Rice) Widening | Multiple     | Update the funding plan to remove \$227K in FY28 Local and \$1.22M in FY31 Local funds. Also reprogram \$1.27M in Local funds from FY28 to FY29                                                                                                                   |
| <b>Marin County</b>                                   |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Sausalito                                             | MRN250210 | Sausalito Capital Parking Improvements             | 2027         | Update the Expanded Description to clarify activities                                                                                                                                                                                                             |
| <b>Napa County</b>                                    |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Napa                                                  | NAP170009 | Silverado Trail Five-Way Intersection Improvements | 2027         | Update the funding plan to change the fund source of \$1.85M in FY27 Local funds to FY27 SB1-LPP-F funds and add \$153K in FY27 SB1-LPP-F funds                                                                                                                   |
| <b>San Francisco County</b>                           |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| TBJPA                                                 | SF-050002 | Transbay Terminal/Caltrain Downtown Ext: Ph. 2     | Multiple     | Update the funding plan to revise funding sources and timing, replacing the FY26 Earmark, FY27, and FY30 TIRCP funding assumptions with FY31 RTP-LRP funds consistent with the project's current funding plan.                                                    |
| <b>San Mateo County</b>                               |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Redwood City                                          | SM-230207 | Bay Road Complete Street Rehabilitation            | 2027         | Update the project details in the Expanded Description to clarify project details                                                                                                                                                                                 |
| <b>Santa Clara County</b>                             |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Santa Clara County                                    | SCL250249 | County of Santa Clara EV Charging Project          | 2027         | Update the funding plan to reprogram \$200K in FY27 CRP and \$26K in FY27 Local from PE to CON phase                                                                                                                                                              |
| <b>Solano County</b>                                  |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| SolTrans                                              | SOL090034 | SolTrans: Bus Replacement                          | Prior        | Update the project description to clarify project details                                                                                                                                                                                                         |
| <b>Sonoma County</b>                                  |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| N/A                                                   |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| <b>Regional/Multiple County</b>                       |           |                                                    |              |                                                                                                                                                                                                                                                                   |
| Caltrans                                              | VAR170002 | GL: Highway Safety Improvement Program             | Various      | Update the funding plan and back-up group listing to reflect latest update from Caltrans                                                                                                                                                                          |
| MTC                                                   | REG250213 | Bay Area Vision Zero (BayVIZ) System Support       | 2027         | Update the funding plan to add \$260K in FY27 MTC Exchange funds and remove \$100K in FY27 STP funds                                                                                                                                                              |
| MTC                                                   | VAR210201 | GL: FTA Section 5310 Program FY20 - FY26           | Prior        | Update the funding plan to remove \$2.5M in FY toll credits                                                                                                                                                                                                       |

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Name               | Organization | Source | Date      |
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| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Zack Deutsch-Gross | Transform    | Email  | 7/14/2026 |
| <p><b>Comment:</b></p> <p>1. How does the TIP modal breakdown compare with the modal breakdown for transportation projects in PBA 2050+? There's that really helpful "MTC'S 2027 TIP BY MODE" graphic on the TIP Fact sheet that I'm hoping to compare to PBA.</p> <p>2. I'm wondering if the listed funding for each project in the TIP have already been programmed/allocated or are rather 'anticipated' by the project sponsor. Obviously the 'prior years' column has already been allocated, so wondering about the FY 26/27- 29/30 columns.</p> <p>can you connect me with the right person at MTC to chat about the TIP? Specifically, I'm wondering if the listed funding for each project in the TIP have already been programmed/allocated or are rather 'anticipated' by the project sponsor. Obviously the 'prior years' column has already been allocated, so wondering about the FY 26/27- 29/30 columns.</p> <p>It would also be helpful to understand how the modal breakdown in the TIP aligns with the modal breakdown in spending in PBA 2050+.</p> <p><b>Response:</b></p> <p>Thank you for your comment. When comparing the 2027 TIP to Plan Bay Area 2050+, it is important to note that the TIP does not capture the full range of transportation spending in the Bay Area. Because the TIP primarily includes projects funded with federal, state, and regional funds, many locally funded investments, such as transit operations, pavement preservation, and bicycle and pedestrian improvements, may not be included in the TIP. As a result, larger capital highway and transit projects often make up a greater share of funding in the TIP than the broader investment picture reflected in Plan Bay Area 2050+.</p> <p>Regarding project funding, funds shown in the TIP period (FY 2026-27 through FY 2029-30) are programmed, allocated, or otherwise committed. Funds shown beyond the TIP period are not yet committed but are considered reasonably available consistent with the region's financially constrained planning assumptions.</p> |                    |              |        |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Name      | Organization | Source             | Date      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------|--------------------|-----------|
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Eihway Su | Public       | Webform submission | 7/14/2026 |
| <p><b>Comment:</b></p> <p>Prioritize mass transit and descentivize private driving.</p> <p><b>Response:</b></p> <p>Thank you for your comment regarding transportation investment priorities, including the balance of investments between transit and other modes. The Draft 2027 TIP does not establish new regional transportation policies or determine how funding is divided among transportation modes. Instead, it identifies projects that already have committed funding during the four-year TIP period. Your recommendation to prioritize transit investments and reduce reliance on private vehicles relates to broader regional transportation policy and long-range planning has been shared with staff responsible for regional planning efforts.</p> |           |              |                    |           |

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Name         | Organization | Source             | Date      |
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| 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Marc Brenman | IDARE LLC    | Webform submission | 7/14/2026 |
| <p><b>Comment:</b><br/> The TIP needs a paradigm shift in drawing together the various forms of transportation in the Bay Area. For example, there are many "Google buses" in the Bay Area, buses chartered by corporations to carry employees back and forth between Silicon Valley and SF. There are more of these buses on 101 than public transit buses. These buses could be networked together to provide an alternative form of mass transit. In addition, demand response vehicles need to be considered, such as Lyft and Uber, as well as the new autonomous vehicles like Waymo and Zoox. Too much attention is paid to bicycle lanes, which are used by well less than 5% of commuters and yet can take up to 30% of asphalt on a given street. Traffic lights should all be demand lights, rather than timed, to reduce idling and pollution. Similarly, right on red should be permitted at all intersections to reduce idling and pollution. Truck deliveries should be scheduled for the middle of the night, to reduce congestion. Airports as large vehicle fleet providers and traffic nodes should be given more consideration. Ineffective projects like the Van Ness dedicated bus lanes should be done away with, since they are underutilized. The Great Highway should be returned to vehicle use. Car hating should not be the dominant thrust of regional transportation planning. The California High Speed Rail project should be terminated, since it is fatally over budget and schedule, and impractical for various reasons including too many stops between LA and SF, and the fact that it is not actually high speed.</p> <p><b>Response:</b><br/> Thank you for your comment. Many of the ideas raised in your comment, including employer shuttle services, rideshare services, autonomous vehicles, traffic operations, freight movement, airport access, bicycle facilities, and specific transportation projects, involve regional transportation policy, local transportation operations, or future project development decisions. The Draft 2027 TIP is a programming document that identifies projects with committed funding and does not evaluate or adopt new transportation policies. Your comments have been shared with the appropriate staff for consideration in future planning efforts.</p> |              |              |                    |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Name            | Organization                      | Source             | Date      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------|--------------------|-----------|
| 4                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Sherman L Lewis | Hayward Area Planning Association | Webform submission | 7/14/2026 |
| <p><b>Comment:</b><br/> Did you get my previous comments? Can they be made available to the public?</p> <p><b>Response:</b><br/> Comments on the Draft 2027 TIP are logged as they are received. Staff have confirmed that this is the only comment received from you on the Draft 2027 TIP. Comments received on other documents out for public comment at the same time, such as MTC's Public Participation Plan (PPP), will be addressed separately.</p> |                 |                                   |                    |           |

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Name         | Organization | Source | Date      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------|-----------|
| 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Gregory Hall | Public       | Email  | 7/15/2026 |
| <p><b>Comment:</b><br/>Missing is the "Vision". What is the Greater Bay Area likely to look like demographically in the next 10 years? Will there be an expanded corridor between the Greater Bay Area and Yolo/Sacramento Counties? Home ownership and real estate indices should be factored in. (Sen. Wiener has done this. Please incorporate.)</p> <p><b>Response:</b><br/>Thank you for your comment. The TIP is not intended to provide a vision for future growth or demographic change in the Bay Area. Instead, it identifies transportation projects with funds committed during the four-year TIP period. Questions about future population growth, housing trends, economic conditions, and travel patterns between the Bay Area and Sacramento region are addressed through Plan Bay Area and other long-range planning efforts. We have shared your comments with staff responsible for those activities.</p> |              |              |        |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Name        | Organization          | Source | Date      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|--------|-----------|
| 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Trevor Rice | National Park Service | Email  | 7/15/2026 |
| <p><b>Comment:</b><br/>At the NPS in Contra Costa County, we are beginning to work on building a coalition of partners to strategize how best to accomplish the transportation improvements recommended in the Mt. Wanda Comprehensive Site Management Plan: <a href="https://parkplanning.nps.gov/mtwandacsmp">https://parkplanning.nps.gov/mtwandacsmp</a></p> <p>I am realizing that these proposals are not included in the TIP, though it seems it would be ideal to do so to ensure federal funding could be used in support of our local partners which own/maintain the streets connecting the applicable park sites.</p> <p>All of the proposals in the plan are recommendations, and some will need modifications to better align with the plans of the applicable jurisdiction. While we did coordinate extensively with those jurisdictions in development of the proposals, I also do not want to sidestep working with the City, County, or Caltrans, to ensure these recommendations fit within their larger plans.</p> <p>Could you please connect me with the appropriate staff at MTC to discuss this further?</p> <p><b>Response:</b><br/>Thank you for your comment. The Draft 2027 TIP includes projects that align with the long-range regional plan, Plan Bay Area 2050+, and that have funding committed within the next four years (FY 2026-27 through FY 2029-30). Project recommendations identified in planning documents often require additional project development and funding before they can be considered for inclusion in the TIP.</p> <p>MTC staff will follow up separately to connect you with the appropriate regional and local staff to discuss project development and the process for future TIP programming.</p> |             |                       |        |           |



## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Name       | Organization | Source             | Date      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------|--------------------|-----------|
| 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Hans Korge | Public       | Webform submission | 7/15/2026 |
| <b>Comment:</b><br>Plan fails to provide for regional connectivity nor seamless connections between modes. Example is smart not connecting directly with the ferry system. Plan also fails to address the heavy congestion on WB I 80 in the Eastman. Extending the Richmond line to Hercules would give driver's an alternative to spending time sitting in heavy traffic on 80.                                                                                                                                                                                    |            |              |                    |           |
| <b>Response:</b><br>Thank you for your comment. The projects and concepts you identify, including improved SMART-ferry connections, relief of congestion on I-80, and potential rail extensions, involve future transit planning and project development decisions that extend beyond the scope of the Draft 2027 TIP. The TIP can only include projects that have defined scopes and/or committed funding over the four-year TIP period. Your comments have been shared with staff involved in long-range transportation planning and corridor development efforts. |            |              |                    |           |

| Comment                                                                                                                        | Name             | Organization | Source             | Date      |
|--------------------------------------------------------------------------------------------------------------------------------|------------------|--------------|--------------------|-----------|
| 8                                                                                                                              | No name provided | Public       | Webform submission | 7/15/2026 |
| <b>Comment:</b><br>The link "Draft 2027 TIP Interactive Map of Projects" shows a map with projects in Maryland!!               |                  |              |                    |           |
| <b>Response:</b><br>Thank you for bringing this to our attention. We are unable to replicate the issue raised in your comment. |                  |              |                    |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Name          | Organization | Source | Date      |
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| 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Arthur Keller | Public       | Email  | 7/21/2026 |
| <b>Comment:</b><br>Questions about the TIP:<br>Why wasn't the project to build an offramp on southbound US-101 at San Antonio Road in Palo Alto connected to an onramp at Rengstorff in Mountain View via an auxiliary lane not included in the 2027 TIP? Statistics show the current onramp at Charleston in Mountain View as having the highest accident rate on US-101 from San Mateo/Santa Clara county line to CA-85?                                                                                                                                                                                                                                                                                                                                                                                            |               |              |        |           |
| <b>Response:</b><br>Thank you for your comment. The US-101 Interchanges Improvement Project: San Antonio Rd to Charleston Rd/Rengstorff Ave is not included in the Draft 2027 TIP because construction funding for the project has not yet been secured.<br><br>VTA staff provided the following additional response:<br><i>The project is in the final stages of environmental clearance (PA&amp;ED), with final design phase planned to follow. As project construction is targeted for the 2028–2031 window, it falls outside the active 2027 TIP funding cycle. Addressing the high crash rate at the Charleston on-ramp specifically by closing this off-ramp and adding the auxiliary lane remains a top safety priority, and the project will be programmed for construction as future funding is secured.</i> |               |              |        |           |

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Name          | Organization | Source | Date      |
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| 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Arthur Keller | Public       | Email  | 7/22/2026 |
| <p><b>Comment:</b><br/> The timeline <a href="https://www.vta.gov/projects/us-101-interchanges-improvement-project-san-antonio-rd-charleston-rd-rengstorff-ave">https://www.vta.gov/projects/us-101-interchanges-improvement-project-san-antonio-rd-charleston-rd-rengstorff-ave</a> showed design and engineering from July 2026 to June 2028, with construction from 2028-2031. That was delayed since 2024 document when it showed design completion by December 2027 and project construction in 2028. Now funding is zero through at least June 2030. How many more accidents at the 101 Charleston interchange will occur while funding is delayed for this rebuild? It needs to start being funded during this period.</p> <p>Future years could be anytime. Can we push for it to be in the next batch of projects?</p> |               |              |        |           |
| <p><b>Response:</b><br/> Thank you for your comment regarding the schedule and anticipated safety benefits of the US-101 Interchanges Improvement Project: San Antonio Road to Charleston Road/Rengstorff Avenue. We have shared your comments with the project sponsor, VTA, for consideration as the project advances.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |               |              |        |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Name          | Organization | Source             | Date      |
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| 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | George Tilton | Public       | Webform submission | 7/21/2026 |
| <p><b>Comment:</b><br/> The Draft 2027 Transportation Improvement Program (TIP) should explicitly recognize telework as a core Transportation Demand Management (TDM) strategy. While not all occupations are suitable for remote work, every commute avoided through voluntary telework reduces vehicle miles traveled, peak-period congestion, greenhouse gas emissions, roadway wear, and demand for costly transportation capacity improvements. These benefits directly support MTC's goals of improving system efficiency, reliability, sustainability, and maximizing the return on public transportation investments.</p> <p>Where job duties can be performed entirely through computer-based work without reducing public service or organizational effectiveness, MTC should recognize full-time telework as the highest-performing TDM strategy available. Eliminating commute trips entirely provides greater reductions in congestion, emissions, infrastructure wear, and transportation costs than partial hybrid schedules. The Draft 2027 TIP should encourage public agencies and employers to maximize voluntary telework opportunities for eligible positions while reserving in-person attendance for activities that genuinely require physical presence.</p> <p>Transportation investments should prioritize travel that must occur rather than travel that can be avoided through existing technology. Every unnecessary commute consumes limited roadway and transit capacity that could instead be available for freight movement, emergency response, healthcare, construction, utility work, education, and other occupations that require physical presence. Encouraging maximum telework for eligible computer-based positions improves mobility not only for remote workers, but also for those whose work cannot be performed remotely, resulting in a more efficient transportation system for everyone.</p> <p>Telework should also be evaluated as one of the most cost-effective transportation investments available. Compared with constructing new highway lanes, expanding interchanges, or increasing parking capacity, supporting voluntary telework for eligible positions achieves measurable reductions in travel</p> |               |              |                    |           |

## Draft 2027 TIP Public Comments and Responses

demand with minimal public expenditure. MTC should continue to evaluate telework based on transportation outcomes “including reductions in vehicle miles traveled, peak-hour congestion, emissions, and infrastructure demand” rather than primarily through the lens of transit ridership. While transit agencies understandably depend on fare revenue, the TIP's broader purpose is to improve the overall performance, resilience, and efficiency of the regional transportation system.

Maintaining and expanding telework opportunities where operationally appropriate will help California meet its climate goals, improve regional mobility, enhance transportation system resilience during emergencies, and allow existing transportation infrastructure to serve the trips that truly require travel. Recognizing telework as a permanent, voluntary, and highly effective transportation demand management strategy is consistent with MTC's long-standing commitments to reducing congestion, improving air quality, and making the most efficient use of limited transportation funding.

**Response:**

Thank you for your comment. The TIP is primarily a programming document for transportation projects with funds committed over the next four years (FY 2026-27 through FY 2029-30). It does not establish employer telework policies or regional transportation demand management policies. Your recommendation to recognize telework as a transportation demand management strategy has been shared with staff responsible for regional planning and policy efforts.

| Comment | Name         | Organization                             | Source             | Date      |
|---------|--------------|------------------------------------------|--------------------|-----------|
| 12      | Tricia Kokes | Silicon Valley Independent living center | Webform submission | 7/21/2026 |

**Comment:**

Create program in Transportation paratransit where someone can schedule a same day ride on demand that is affordable for people with disabilities. make affordable accessible housing close to transportation so people can easily schedule rides with paratransit.

**Response:**

Thank you for your comment. The Draft 2027 TIP does not establish paratransit service policies or housing programs. Instead, it identifies transportation projects and programs with committed funding during the TIP period (FY 2026-27 through FY 2029-30). Your recommendations regarding same-day paratransit service and accessible housing near transit relate to ongoing transit service planning, mobility coordination, and housing policy efforts and have been shared with the appropriate staff for consideration.

| Comment | Name         | Organization | Source             | Date      |
|---------|--------------|--------------|--------------------|-----------|
| 13      | Peter Hensel | Public       | Webform submission | 7/21/2026 |

**Comment:**

You mandate massive amounts of new housing in towns and cities that don't have the infrastructure to handle

**Response:**

Thank you for your comment. The Draft 2027 TIP does not establish housing requirements or determine local housing growth targets. The TIP is limited to programming transportation funding for projects with committed funding over the next four years (FY 2026-27 through FY 2029-30). Questions regarding

## Draft 2027 TIP Public Comments and Responses

housing growth, development patterns, and infrastructure planning are addressed through separate regional and local planning processes. Your comment has been shared with staff responsible for regional planning efforts.

| Comment | Name         | Organization | Source             | Date      |
|---------|--------------|--------------|--------------------|-----------|
| 14      | Peter Hensel | Public       | Webform submission | 7/22/2026 |

**Comment:**

You mandate massive amounts of new housing for towns and cities that don't have the infrastructure to handle huge population increases. You call that "planning"?

**Response:**

Thank you for your comment. The Draft 2027 TIP does not establish housing requirements or determine local housing growth targets. The TIP is limited to programming transportation funding for projects with committed funding over the next four years (FY 2026-27 through FY 2029-30). Questions regarding housing growth, development patterns, and infrastructure planning are addressed through separate regional and local planning processes. Your comment has been shared with staff responsible for regional planning efforts.

| Comment | Name        | Organization | Source | Date      |
|---------|-------------|--------------|--------|-----------|
| 15      | Bill Mayben | Public       | Email  | 7/29/2026 |

**Comment:**

Thank you for your extensive work on this document.

In the narrative describing the proposed interface with PBA 2050; you used the word “some” to describe PBA identified priorities included in your plan.

When it comes to sea level rise, “all” is the amount of mitigation we have to cover; so I trust you are closely collaborating.

2050 is not an end point; the phenomena having exponential impacts going forward in time.

Any planned transportation improvements to 2050 should be considered foundational to inevitable transportation improvements that follow.

It is an open question as to how this existential fact may affect how we spend today’s dollars.

Based on the effects of a deteriorating climate; which are now abundantly clear; future earthwork, structures, pavements, associated work will suffer climate-driven delays and higher operational costs.

We cannot apply current conventions to future work in almost guaranteed severe weather. Night work due to heat. Drought and flood cycles. Repairs.

To the extent that transportation improvements are projected to 2050 and beyond; I have called attention to our vast system of underground utilities; sections of which will progressively go underwater.

Our open question may become “Should we consider re-routing critical underground utilities now, taking into account that this work will never be cheaper or

## Draft 2027 TIP Public Comments and Responses

easier, or faster?

We may have a narrowing window to do all this “later”. Since the most likely scenario is to abandon these existing transportation corridor U.G. utilities in place after building relocated systems; all will have to be tied in together.

What will future Bay Area transportation look like? What are the identifiable future critical dates now contemplated? How can transportation become a more effective, enduring “fail-safe” for 12 million plus people?

Apparently PBA 2050+ is planning high rise apartment buildings behind sea walls. In earthquake country. What do your engineers say about this? Sea water weighs 64 lbs. per cubic foot.

I have read we will ultimately; when all ice melts, be facing 116’ of sea level rise, plus king tides and storm-driven surge.

What would a “decentralized” transportation system look like?

Each 2026-2050 dollar spent must, intelligently have “long legs”.

### Response:

Thank you for your comment. The TIP includes transportation projects with committed funding and does not establish regional sea-level-rise policy, utility relocation programs, or long-range land use strategies. Your comments regarding climate resilience, sea-level rise adaptation, infrastructure vulnerability, and the long-term durability of transportation investments raise important issues that are addressed through Plan Bay Area, regional resilience planning efforts, and project-level environmental review processes.

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Name             | Organization        | Source | Date      |
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| 16                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Suzy Niederhofer | City of Foster City | Email  | 7/31/2026 |
| <b>Comment:</b><br>I see that SM-250201 US101/SR92 Interchange Connector is a listed project, but I do not see any projects that would modify the San Mateo/Hayward Bridge to accommodate that connection (sorry if I missed it). The connection may work going West Bound on 92 to connect with North and South Bound 101. It is the connection from North and South 101 to East Bound 92 that is the concern - what happens at the entrance to the bridge? This will create an additional source to the bottleneck; there are currently multiple merges happening and this will add more. If there is an accident on the bridge, that connector lane will back up to 101.<br><br>Until there is a solution to the bridge (widening, 2 levels, a reverse commute center lane, etc.), in my opinion (not speaking for the City), the East Bound 92 connection will not improve anything. |                  |                     |        |           |

Draft 2027 TIP Public Comments and Responses

**Response:**

Thank you for your comment regarding the US-101/SR-92 Interchange Connector Project and its potential effects on traffic operations at the San Mateo-Hayward Bridge.

C/CAG, the project sponsor, provided the following additional response:  
*We appreciate your observations regarding existing congestion and merging conditions at the eastbound approach to the San Mateo-Hayward Bridge, as well as the potential for additional traffic entering the corridor from a new interchange connection. Your comments highlight important operational considerations that will need to be carefully evaluated as the project advances.*

*The US 101/SR 92 Interchange Connector Project is currently in the Project Approval and Environmental Document (PA/ED) phase. During this phase, detailed traffic, operational, and environmental analyses will be conducted to evaluate project alternatives, identify potential impacts, and assess expected transportation benefits. The issues you raised regarding eastbound SR 92 operations, bridge approach congestion, merging movements, and overall corridor performance will be considered as part of the project's technical evaluation. The findings of this evaluation will be included in the Draft Environmental Document planned for public circulation in Spring 2027.*

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Name          | Organization | Source             | Date     |
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| 17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Keith Granger | Public       | Webform submission | 8/2/2026 |
| <p><b>Comment:</b></p> <p>Re MRN270201 US101/580 interchange. This project should designated as a multiple county roadway project, and not a Marin county only project. The interchange is largely used East Bay, and San Francisco based travelers to bypass other routes. The funds should be reallocated to basic Marin county roadways which are in appalling condition.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |               |              |                    |          |
| <p><b>Response:</b></p> <p>Thank you for your comment regarding the US-101/I-580 Multimodal and Local Access Improvement Project. We appreciate your perspective regarding the regional benefits of the project and the condition of local roadways in Marin County.</p> <p>TAM, the project sponsor, provided the following additional response:<br/><i>The US 101/I-580 Multimodal and Local Access Improvement Project addresses congestion and enhance connectivity between northbound US 101 and eastbound I-580 to the Richmond-San Rafael Bridge. Funding comes from the Marin Transportation Sales Tax approved by the voters in 2018, a federal grant, and Regional Measure (RM) 3. These funds are dedicated to this project and cannot be diverted to other projects.</i></p> <p><i>The purpose of the project is to do the following:</i></p> <ul style="list-style-type: none"><li><i>• Improve regional connectivity between northbound (NB) US Route 101 (US 101) and eastbound (EB) Interstate 580 (I-580).</i></li><li><i>• Improve traffic operations on local streets and freeway segments.</i></li><li><i>• Enhance the active transportation (bicycle and pedestrian) network and improve bicycle and pedestrian safety within the community.</i></li><li><i>• Improve transit access and travel times.</i></li></ul> |               |              |                    |          |

Draft 2027 TIP Public Comments and Responses

- Support economic prosperity by providing better and more reliable access to local businesses.
  - Improve community cohesion by enhancing local connectivity to work, school and businesses for low-income communities near the project area.
- Since the project resides entirely in Marin County, it is designated as a Marin County project in partnership with Caltrans, MTC, San Rafael, Larkspur, and Marin County. The option to designate the project as a multiple country project is not available.

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Name           | Organization | Source             | Date     |
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| 18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Ben Mangiafico | Public       | Webform submission | 8/2/2026 |
| <p><b>Comment:</b></p> <p>It is well studied that adding capacity to freeways does not alleviate congestion but instead increases vehicle miles traveled through the induced travel effect. This, in turn, accelerates the emission of local pollutants that harm the health of communities by freeways, usually disproportionately low-income, and greenhouse gases. A number of the projects in this plan, however, will increase highway capacity in exactly this way. I will list them out and request that they receive no future funding as they will harm society and the money can be much better spent on transit/bike/ped improvement projects that will actually decrease the number of cars on the road.</p> <p>ALA170009<br/>ALA090020<br/>CC-070018<br/>CC-010023<br/>CC-170017<br/>SF-130008<br/>SM-190009<br/>SCL190014<br/>SCL090030<br/>SCL110002<br/>SCL250258<br/>SOL110001<br/>SON070004</p> <p>Finally, I wanted to mention REG170006, a [regionwide program] designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs. I admire the initiative, but it would be silly to pretend that this means you are reducing VMT while simultaneously funding hundreds of lane-miles of highway expansions. Meaningfully reducing VMT would require not widening any more highways and instead funding transit projects, and as a Bay Area native who cares deeply about it, I call on you to do this.</p> |                |              |                    |          |

Draft 2027 TIP Public Comments and Responses

**Response:**  
Thank you for your comment. The Draft 2027 TIP does not re-evaluate or re-rank projects based on regional policy preferences during the TIP adoption process. Rather, it includes projects that have already advanced through regional, state, and local planning and funding processes and have identified funding commitments over the next four years (FY 2026-27 through FY 2029-30). We appreciate your comments regarding induced demand, greenhouse gas emissions, and transportation investment priorities and have shared them with staff responsible for long-range transportation planning.

| Comment | Name           | Organization | Source | Date     |
|---------|----------------|--------------|--------|----------|
| 19      | Michael Alexin | Public       | Email  | 8/2/2026 |

**Comment:**  
I strongly urge you to prioritize two critical Marin County projects in the 2027 Transportation Improvement Program (TIP): the Highway 101/I-580 eastbound direct connection to the Richmond Bridge and the new Downtown San Rafael Transit Center. The direct connector will significantly reduce congestion, improve traffic flow and safety, and eliminate one of the Bay Area’s most frustrating bottlenecks. It will benefit thousands of daily commuters, support regional commerce, and reduce unnecessary vehicle emissions caused by stop-and-go traffic.

The new Downtown San Rafael Transit Center is equally important. A modern, efficient transit hub will improve connections between buses, SMART, and ferry service, encourage greater transit use, and support the continued revitalization of downtown San Rafael while providing residents with more reliable transportation options. Together, these projects represent investments that will improve mobility, strengthen the local economy, and enhance the quality of life for Marin County residents for decades to come. I respectfully ask that they be given the highest priority in the 2027 TIP Update. Thank you for your consideration.

**Response:**  
Thank you for your comment and for your support of the US-101/I-580 Multimodal and Local Access Improvement Project and the Downtown San Rafael Transit Center Replacement Project.

Transportation Authority of Marin (TAM) provided the following additional response:  
*TAM and MTC are working to develop the US101/I-580 Multi-Modal and Local Access Improvement Project. The Project Study Report was approved in late 2024 and the Draft Environmental documents should be ready in early to mid 2027. The NEPA and CEQA documents are studying three Build Alternatives as well as the No Build Alternative. Design is expected to commence in 2028 and be completed by 2030. Depending on the selected Alternative, the Right of Way process will begin after that. Funding comes from the Marin Transportation Sales Tax approved by the voters in 2018, a federal grant and Regional Measure 3. Funding is sufficient for one of the three Build Alternatives. Should either the other two Build Alternatives be selected, additional funding will be required before construction can begin. Significant public outreach has occurred to narrow the alternatives and guide the process including an on-going Community Working Group. Additional information is available on the TAM website.*

Golden Gate Bridge, Highway & Transportation District (District) provided the following additional response:  
*GGBHTD appreciates the commenter's support for the Downtown San Rafael Transit Center Replacement project and shares the view that a modern transit hub will strengthen connections between bus, SMART, and ferry service in Marin County. The District has completed preliminary engineering and obtained*



## Draft 2027 TIP Public Comments and Responses

*California Environmental Quality Act (CEQA) environmental clearance for the project. The project team is currently working with the Federal Transit Administration (FTA) and the office of the State Historic Preservation Officer (SHPO) to complete National Environmental Policy Act (NEPA) clearance, which the District anticipates in the coming months. Following NEPA clearance, the project will advance to the final design phase. Right of way and construction phases will follow.*

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Name         | Organization        | Source | Date     |
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| 20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | George Lerma | Maestros del pueblo | Email  | 8/5/2026 |
| <b>Comment:</b><br>All signals should have the yellow reflection tape all around the frame to be more eye catching. Fruitvale needs better striping and plastic barriers with reflective ballers or cones to indicate turning, improve pedestrian safty while crossing Fruitvale. More flashing lights indicating pedestrian in crosswalk. Finally improved lighting around crosswalk s. Lastly Fruitvale is often a speedway, needs cameras and speed monitoring equipment to fine, and educate drivers. |              |                     |        |          |
| <b>Response:</b><br>Thank you for your comment regarding pedestrian safety, traffic calming, and roadway operations in the Fruitvale area. We appreciate your suggestions related to crosswalk visibility, roadway striping, pedestrian lighting, speed management, and other safety improvements. Your comments have been shared with City of Oakland staff for their consideration.                                                                                                                     |              |                     |        |          |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Name          | Organization | Source | Date      |
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| 21                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Tevin Hendess | Public       | Email  | 8/10/2026 |
| <b>Comment:</b><br>I am very much in support of any projects which improve transit in our region with a focus on speed and reliability. A region's transit cannot truly be great until it actually competes with cars rather than function solely as a "pity service" for people who are unable to drive.<br>We should make transit our priority with a goal of moving people rather than vehicles.<br><br>To this end, it is also very useful to invest in streetscape projects which improve bike and pedestrian connections and make our cities more inviting for those not in cars. Most notably, the Bascom Complete Streets project in San Jose is a huge possibility to bring better non-car mobility to a very busy corridor full of shops, restaurants, and housing. This region has good bus service, but is about as far from rail as one can be in San Jose.<br><br>Another amazing project is the Central Bikeway which will augment the numerous North-South bike paths in the South Bay. Such an East-West connection is sorely needed.<br><br>Please continue to work towards improving our region's transit and moving people around the Bay. Thank you! |               |              |        |           |

Draft 2027 TIP Public Comments and Responses

**Response:**  
Thank you for your comment and for your support of investments that improve transit, bicycle, and pedestrian travel throughout the Bay Area. The TIP is a four-year programming document that identifies transportation projects with committed funding. It does not establish regional policy, determine future investment priorities, approve development projects, or set transit service plans. Because these issues relate to topics addressed through the region's long-range planning process, your comments have been shared with staff responsible for Plan Bay Area and other long-range planning efforts and will be considered in future planning updates. We have also shared your project-specific comments regarding Bascom Complete Streets and the Central Bikeway project with VTA staff for their consideration.

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Name                      | Organization | Source                  | Date      |
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| 22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Erin Pang, Policy Manager | Save the Bay | Letter (see attachment) | 8/11/2026 |
| <p><b>Comment:</b><br/>Thank you for the opportunity to comment on the Transportation Improvement Program (TIP) update.</p> <p>Save The Bay is supportive of the guiding principles expressed in the plan, especially creating healthy and safe streets for all users including those who walk, bike, or use wheelchairs. We believe that improving and completing the San Francisco Bay Trail is a regionally significant endeavor that will contribute to safe streets for all throughout the Bay Area, especially in shoreline communities.</p> <p>Our mission is to restore and protect the San Francisco Bay for people and wildlife, and a key aspect of this mission is facilitating access to the Bay shoreline for all people. Save The Bay has recently taken on a role in advocating to improve and complete the Bay Trail, a planned 500-mile pathway running through all nine Bay Area counties and 47 cities. Approximately 350 miles of the Bay Trail are completed and in use today.</p> <p>There are still 150 miles of incomplete Bay Trail segments, or Bay Trail gaps. Many of the gaps represent significant barriers in connectivity to jobs, homes, commercial hubs, and shoreline open space for active transportation users. Completing the Bay Trail is a goal expressed in multiple regional plans including Plan Bay Area 2050+ (implementation action 52 commits to helping advance the Bay Trail and promoting trails in developed areas). Completing the Bay Trail will require investment from federal, state, regional, and local funding sources in the coming years.</p> <p>In the final Transportation Improvement Program, we hope to see the Bay Trail more explicitly addressed as a regional priority. We are encouraged by the inclusion of some Bay Trail projects in the current draft TIP project list, including but not limited to: West Oakland Link, SF Bay Trail Gap Closure at Martinez Intermodal Station, Point Molate Bay Trail, SMART Rail and Pathway, East Sir Francis Drake Bikeway Gap Closure, Vallejo Bluff Trail, Bridgeway Bike Lanes from Princess to Richardson, San Pablo Ave Complete Streets/Bay Trail Gap Closure, and Marshland Road Bay Trail Segment Gap Closure.</p> <p>There are additional incomplete Bay Trail segments not included in the draft TIP project list that have regional significance and should be included. These include:</p> |                           |              |                         |           |

## Draft 2027 TIP Public Comments and Responses

1.Doolittle Drive Bay Trail Gap: This project in Oakland along the San Leandro Bay would close Bay Trail gap 4057. It will create 15 miles of continuous trail and provide a complete active transportation shoreline route between San Leandro and Alameda and complete a route around San Leandro Bay and the Oakland International Airport.

2.San Francisco Airport Bay Trail Gap: This project would close Bay Trail gap 2028. It runs between San Bruno and Millbrae along the inland side of the SFO Airport. It is a priority in SMCTA's 101 Corridor Connect program and is a critical component of the Active 101 North/South Mobility Network. Closing the SFO Bay Trail gap will provide important connections to Lions Field, Bayside Manor and Bayfront Parks, as well as to an existing and planned network of local and regional trails, newly connecting thousands of residents to the Millbrae Caltrain station, shopping, schools, the airport and the San Francisco Bay.

3.Alviso Bay Trail Gap: This project in San Jose would close Bay Trail gaps 3035 and 3046. It will provide a safer route for active transportation and recreational users to cross the Alviso Slough, avoid illegally crossing the rail corridor, access businesses in the neighborhood and connect to Santa Clara County's Alviso Marina Park and Sunnyvale Baylands County Parks. Closure of these gaps will connect approximately 40 miles of existing trail to the northeast, and 13 miles to the northwest.

4.Richmond to Pinole Bay Trail Gap: This project in Contra Costa County would close Bay Trail gap 5060. It would connect two Bay Trail segments that are used by thousands every week and allow unbroken Bay Trail access between Hercules, Richmond, Oakland, Berkeley and Yerba Buena Island, and weekend access to Marin County over the Richmond-San Rafael Bridge. It would also provide active transportation access to jobs at the Pinole Point Business Center and connections to other trails that provide access to BART station.

5.Gate 6 to Harbor Drive Bay Trail Gap: This project in Sausalito would close part of Bay Trail gap 9103. It is the northernmost segment of a larger effort to build a bicycle and pedestrian connection between the Sausalito Ferry Landing and the Gate 6 Road and Bridgeway intersection. It is also located on Sausalito's High Injury Network in the Marin County Local Road Safety Plan. It would provide a direct continuation of the existing Greenway and Bay Trail segment between Mill Valley and Sausalito, and it would make the Safe Routes to School Task Force's designated route between Marin City and MLK Academy safer.

6.Point San Pedro Road Corridor Bay Trail Gap: This project in San Rafael and Marin County would conduct a study to close Bay Trail gap 9038. It would connect downtown San Rafael to McNears Beach. The downtown San Rafael end of the trail would connect to a series of other planned and existing bicycle and pedestrian paths including the North/South Greenway, the San Rafael Commercial Connector, and San Rafael Bridge Connector.

7.Bayview to Candlestick Point Bay Trail Gap: This project in San Francisco would close Bay Trail gap 1050. It would connect priority equity communities in Bayview Hunter's Point to open space and recreational opportunities at Candlestick Point.

These are some high priority, regionally significant Bay Trail gaps that we strongly recommend be included in the final Transportation Improvement Program. However, it is not an exhaustive list, and we recommend that other qualifying Bay Trail projects also be considered for inclusion in the Transportation Improvement Program.

## Draft 2027 TIP Public Comments and Responses

We hope to see the Bay Trail – a region-wide system of trails designed to connect people to the shoreline, outdoor spaces, jobs, homes, and commercial centers – further reflected in the final Transportation Improvement Plan. Thank you for considering our comments.

**Response:**

Thank you for your comment and for your support of the Bay Trail and other active transportation investments throughout the Bay Area. The Draft 2027 TIP includes projects that align with Plan Bay Area 2050+ and that have funding committed during the four-year TIP period (FY 2026-27 through FY 2029-30). Inclusion of a project in the TIP generally requires that funding be programmed, committed, or otherwise reasonably available during the TIP period. The absence of a project from the TIP should not be interpreted as a lack of regional support. Many Bay Trail gap-closure projects remain regional priorities but are not included because funding has not yet been identified for the TIP period.

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Name            | Organization | Source | Date      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------|--------|-----------|
| 23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Carol Chervinko | Public       | Email  | 8/11/2026 |
| <b>Comment:</b><br>Thank you for the opportunity to provide comments. The controversial group known as CA Forever aka Suisun Expansion Plan aka East Solano Plan aka Flannery and Associates would have need for new immense transportation needs should they receive approval to move forward with their proposed/planned city of 400,000 residents and industrial/manufacturing site along Highway 12 in Solano County. Currently Highway 12 east and westbound is a one lane highway in both directions with passing lanes in some areas. This current size is not viable for a newly developed city and the construction needs to develop the housing and industrial/manufacturing site. This must be taken into consideration in any and all future TIPs. |                 |              |        |           |
| <b>Response:</b><br>Thank you for your comment. The Draft 2027 TIP reflects projects with committed funding over the next four years (FY 2026-27 through FY 2029-30) and does not assume transportation improvements for developments that have not yet been approved or advanced through project development. Future transportation needs associated with proposed developments in Solano County would be evaluated through applicable environmental review, land use, and transportation planning processes before any related projects would be incorporated into a future TIP.                                                                                                                                                                             |                 |              |        |           |

| Comment | Name          | Organization                                                                                                                                                 | Source | Date      |
|---------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------|
| 24      | Ann Schneider | Public; Former Mayor, City of Millbrae; Former member, SFO Community Roundtable; Former Chair, SFO RT Ground Based Noise Committee; Former Chair, CCAG- BPAC | Email  | 8/12/2026 |

## Draft 2027 TIP Public Comments and Responses

### Comment:

I found one chart in all the documents about how transportation funds are spread around the counties. I live in Millbrae, a city hugely and negatively impacted by SFO and has the second worst roads in San Mateo County. This is largely due to the historic damage transportation agencies including SFO have caused to Millbrae as well as SFPUC and the water system.

Millbrae is uniquely damaged by the creation of SFO that took our shoreline, blocks our creeks from running into the bay creating annual flooding and two deaths on December 23, 2021. When BART came to Millbrae, blocked from going farther south by Burlingame voters, Millbrae lost significant commercial land and the critical revenue they bring to the City from car rental agencies. These agencies moved to Burlingame and unincorporated San Mateo County enriching both entities while Millbrae lost.

The one regional project that was in Plan Bay Area 2040 and I thought early versions of Play Bay Area 2050 was a separated bike pedestrian path over 101. This would connect the Bay Trail, provide safe passage to Millbrae hotels and the largest multi model station west of the Mississippi. But you removed this project. Even though all Uber Lyft traffic to SFO uses Millbrae Ave. Even though Burlingames industrial districts use Millbrae Ave, even though we are the end of the line station and the closest distance between 101 and 280 and subject to incredible cut through traffic, damaging our roads and endangering our people, you removed the one project that would help the people of Millbrae.

I scanned all the documents related to this latest request for public comments. I found nothing for Millbrae or SFO, I did see you funding curbs for Burlingame and the Burlingame Ave Caltrain station. But nothing to actually help Millbrae, again second worst roads and environmentally and economically hamstrung by ALL transportation entities.

So, my comment to you. The bulk of monies go to the biggest cities, but you forget the cities that are harmed by SFO, by BART, By Caltrain. Bring back the Millbrae Avenue separated bike/ped overpass. Before, more people are injured or die.

Include the air pollution created by SFO regardless of whether they fit within your pollution parameters. The jet fuel contamination is real for the people of Millbrae. The particulate pollution from 280, El Camino Real, 101 and SFO, and the trains are real. Millbrae is now entirely within the PM 2.5 range of danger. But we are ignored because we fall between different agencies scopes of concern. You can fix this. But you need to look at the whole picture, and not say, "oh, that is FAA, or that is US EPA". You need to fund projects that try to make up for 100 years of regional sacrifice all agencies have placed on Millbrae.

### Response:

Thank you for your comment. The Draft 2027 TIP includes only projects that currently have committed funding and are ready for programming during the four-year TIP period (FY 2026-27 through FY 2029-30). The Millbrae Avenue bicycle and pedestrian overcrossing project and other transportation improvements benefiting Millbrae may be incorporated into a future TIP once funds are committed to the project. We appreciate your comments regarding transportation, environmental, and public health impacts associated with major regional transportation facilities in Millbrae and have shared them with the appropriate staff for future planning and project development efforts.

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Name          | Organization | Source                 | Date      |
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| 25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Brian Swanson | Public       | Email (see attachment) | 8/12/2026 |
| <p>Please accept this comment on the Metropolitan Transportation Commission's ("MTC") Draft 2027 Transportation Improvement Program ("Draft 2027 TIP") and Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP and Plan Bay Area 2050+ ("Conformity Analysis").</p> <p>Please include this comment, all attachments, and all prior related correspondence in the administrative record for the Draft 2027 TIP, the Conformity Analysis, Plan Bay Area 2050+, the Public Participation Plan ("PPP"), the Federal Transit Administration ("FTA") annual Program of Projects finding, and any related MTC, Association of Bay Area Governments ("ABAG"), Federal Highway Administration ("FHWA"), FTA, California Department of Transportation ("Caltrans"), Bay Area Air Quality Management District ("BAAQMD"), United States Environmental Protection Agency ("EPA"), State Implementation Plan ("SIP"), project selection, programming, consultation, funding, or public participation records.</p> <p>I submit this comment as a Contra Costa County resident, taxpayer, and certified planner with transportation impact analysis experience. I previously submitted comments on Plan Bay Area 2050+, the Plan Bay Area 2050+ Draft Environmental Impact Report ("Draft EIR" or "DEIR"), and the Draft 2026 PPP. Those comments are directly relevant here because MTC is now using the Draft 2027 TIP to implement Plan Bay Area 2050+ through near-term project programming, federal funding, air quality conformity findings, public participation findings, and FTA Program of Projects determinations.</p> <p>The MTC documents and tools reviewed for this comment include the following public MTC URLs:</p> <ul style="list-style-type: none"> <li>• Draft 2027 TIP landing page</li> <li>• Draft 2027 TIP Volume I: Overview</li> <li>• Draft 2027 TIP Volume II: Project List</li> <li>• Draft 2027 TIP Volume III: Technical Appendix</li> <li>• Draft Transportation-Air Quality Conformity Analysis</li> <li>• 2027 TIP Grouped Listings</li> <li>• Draft 2027 TIP Interactive Map</li> <li>• Draft 2027 TIP Interactive Dashboard</li> <li>• TIP Federal Performance Supplemental Report</li> <li>• TIP Project Selection and Prioritization Supplemental Report</li> </ul> <p>The Draft 2027 TIP is not a passive list. It is an implementation action. MTC's Draft 2027 TIP landing page states that the Draft 2027 TIP includes more than 400 transportation projects and over \$13.8 billion in committed federal, state, and local funding for federal fiscal years 2027 through 2030. The landing page also states that the Draft TIP and Conformity Analysis are open for comment through 5:00 p.m. on August 13, 2026. See Draft 2027 TIP landing page.</p> <p>Draft 2027 TIP Volume I similarly describes the TIP as the Bay Area's four-year program of federally funded and regionally significant transportation investments. It states that the TIP covers federal fiscal years 2026-27 through 2029-30, includes more than 400 projects and programs, and represents approximately \$13.8 billion in committed federal, state, regional, and local funding. Volume I further states that the TIP identifies transportation projects that</p> |               |              |                        |           |

## Draft 2027 TIP Public Comments and Responses

receive federal transportation funding, require a federal action, or are regionally significant for transportation air quality planning purposes. See Draft 2027 TIP Volume I, p. I-3.

That relationship is the central issue. MTC is asking the public to accept a Draft 2027 TIP, a Conformity Analysis, performance findings, grouped project listings, and FTA Program of Projects findings that all depend on the adequacy of Plan Bay Area 2050+ and MTC's public participation process. But those underlying public participation and substantive planning assumptions were already challenged before adoption of Plan Bay Area 2050+ and again during the Draft PPP process.

For the reasons below, MTC should not adopt the Draft 2027 TIP, approve the Conformity Analysis, or make findings that the TIP was developed in accordance with the PPP or that the TIP process satisfies FTA annual Program of Projects requirements unless the issues identified below are addressed in a written response, the grouped listing record is revised, and the public is given a meaningful opportunity to review the complete revised record.

I. The Draft 2027 TIP is an implementation program, not a passive inventory.

Draft 2027 TIP Volume I states that Plan Bay Area 2050+ is the Bay Area's long-range transportation and land use plan through 2050, and that federal law requires transportation investments in the TIP to be consistent with the adopted long-range transportation plan. Volume I further states that projects may only be included in the TIP if they are already included in Plan Bay Area 2050+, either as individually listed projects or within approved programmatic categories. It then explains that while Plan Bay Area 2050+ establishes a 30-year vision, the TIP represents a four-year implementation program. See Draft 2027 TIP Volume I, p. I-3.

Volume I states that the Draft 2027 TIP includes more than 400 projects across the nine-county Bay Area, approximately \$13.8 billion in committed federal, state, and local funding, more than \$62 billion in total project costs, and investments in transit, highways, local roads, active transportation, safety, and system preservation. Contra Costa County is listed with \$592 million in programmed investments and \$1.715 billion in total project costs. See Draft 2027 TIP Volume I, p. I-4.

MTC also states that projects included in the Draft 2027 TIP are selected through regional, state, and local transportation funding programs and must be consistent with Plan Bay Area 2050+. The TIP is framed as advancing Plan Bay Area 2050+ transportation strategies, including maintaining and optimizing the existing system, creating healthy and safe streets, and building a next-generation transit network. See Draft 2027 TIP Volume I, pp. I-5 to I-6.

The TIP Project Selection and Prioritization Supplemental Report confirms that project selection and prioritization for the Draft 2027 TIP are guided by Plan Bay Area 2050+. It states that MTC implements Plan Bay Area 2050+ strategies through regional policies and funding programs, and that those policies and programs shape how projects are selected and incorporated into the TIP. It also identifies regional policies addressing project selection and advancement, multimodal network development, community outcomes, and regional performance and accountability.

## Draft 2027 TIP Public Comments and Responses

Those admissions matter. The Draft 2027 TIP is where Plan Bay Area 2050+ moves from a long-range plan to near-term funding, programming, project advancement, conformity treatment, and performance reporting. Therefore, unresolved defects in Plan Bay Area 2050+, the Plan Bay Area 2050+ public participation process, and the Draft PPP are directly material to the Draft 2027 TIP record.

II. MTC cannot rely on Plan Bay Area 2050+ as a clean foundation without responding to prior unresolved comments.

MTC's Draft 2027 TIP relies on Plan Bay Area 2050+ as the consistency foundation for project inclusion. Volume I expressly states that projects may only be included in the TIP if they are already included in Plan Bay Area 2050+, either as individually listed projects or within approved programmatic categories. See Draft 2027 TIP Volume I, p. I-3.

However, I previously objected to Plan Bay Area 2050+ on both procedural and substantive grounds. Those comments are incorporated by reference and attached to this submission.

In my December 18, 2025 comment opposing the Draft Plan, I objected that Plan Bay Area 2050+ functions as the Bay Area's Regional Transportation Plan ("RTP") and Sustainable Communities Strategy ("SCS"), and that local agencies routinely tier subsequent planning, capital programming, and California Environmental Quality Act ("CEQA") analyses from regional assumptions and regional impact conclusions. I further objected that the Plan and DEIR acknowledged baseline error and methodological continuity but still relied on one primary growth forecast rather than a high, medium, and low growth envelope.

In my separate December 18, 2025 Draft EIR comment, I objected that the DEIR relied on a single primary growth forecast and control total without disclosing a range of reasonably foreseeable outcomes through high, medium, and low growth forecast envelopes and without presenting the resulting range of impacts across transportation and vehicle miles traveled ("VMT"), greenhouse gases ("GHG"), air quality, energy, utilities, public services, and related topics. I also identified the DEIR's admission that there is no assurance that mitigation would achieve the regional GHG reductions needed to attain statewide targets, that MTC and ABAG cannot require local implementing agencies to adopt mitigation, and that forecasted emissions would remain significant and unavoidable even with full implementation.

These comments are now directly relevant. The Draft 2027 TIP and Conformity Analysis depend on Plan Bay Area 2050+ assumptions, project categories, performance claims, and long-range consistency findings. MTC should not treat Plan Bay Area 2050+ as an uncontested foundation for the Draft 2027 TIP unless it provides a written response explaining how these previously raised forecast, VMT, climate, implementation, enforceability, and public participation concerns have been addressed.

At minimum, MTC should respond to the following questions before approving the Draft 2027 TIP and Conformity Analysis:

1. How does the Draft 2027 TIP account for the prior objection that Plan Bay Area 2050+ did not disclose a high, medium, and low growth forecast envelope?



## Draft 2027 TIP Public Comments and Responses

2. How does the Conformity Analysis account for the fact that Plan Bay Area 2050+'s scenario analysis held growth projections and the transportation project list constant across scenarios?
3. How does MTC reconcile Plan Bay Area 2050+ implementation reliance with the DEIR's admission that MTC and ABAG cannot compel local agencies to adopt certain mitigation?
4. How does MTC ensure that local sponsor projects included in the TIP do not rely on inflated or unstable upstream assumptions for VMT, transit demand, safety, equity, or funding justification?

III. The Draft PPP does not retroactively cure Plan Bay Area 2050+ public participation defects or establish a sufficient foundation for this TIP process.

MTC's Draft 2027 TIP Volume III includes proposed MTC Resolution No. 4786. That resolution recites that MTC is the regional transportation planning agency for the San Francisco Bay Area and the federally designated Metropolitan Planning Organization ("MPO") for the nine-county Bay Area region. It further recites that federal regulations require the region to conduct a continuing, cooperative, and comprehensive transportation planning process as a condition of receiving federal assistance to develop and update a TIP. See Draft 2027 TIP Volume III, Appendix A, pp. III-5 to III-6.

The proposed resolution further recites that federal regulations require MTC to develop and use a documented PPP that defines a process for providing citizens, affected public agencies, and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. It then proposes to resolve that the 2027 TIP was developed in accordance with the region's PPP and consultation process, and that the public participation process conducted for the 2027 TIP satisfies the public involvement requirements of the FTA annual Program of Projects. See Draft 2027 TIP Volume III, Appendix A, pp. III-6 to III-7.

Those proposed findings are not adequately supported unless MTC responds to the public participation record.

On December 18, 2025, I submitted a formal public comment on Plan Bay Area 2050+ specifically addressing procedural adequacy. That comment stated that the barriers identified were not minor inconveniences but foreseeable, material impediments that suppress participation, impede informed comment, and undermine any claim that the process was adequately noticed, accessible, or responsive. The comment identified persistent non-responsiveness from administrative channels, including [info@bayareametro.gov](mailto:info@bayareametro.gov); lack of receipt, tracking, and follow-up; Legistar/Granicus dysfunction; fragmented domains; search discoverability failures; and inadequate notice for county-level opportunities.

The Legistar/Granicus issue is not speculative. As documented in the attached correspondence, MTC staff acknowledged that Granicus was an unsatisfactory tool, stated that MTC was working on an open source replacement expected in 2026, and stated that I was being added to requested mailing lists. More than two weeks later, I still had not received a response or clarity regarding the "reliable" notices, and staff later stated that a colleague would be asked to ensure my email was added to the requested lists.

The County Transportation Agency ("CTA") notice issue is likewise documented. Plan Bay Area Public Information stated that MTC and ABAG hosted meetings were listed on Plan Bay Area, MTC, and ABAG websites, but that MTC staff presentations at CTAs were not MTC/ABAG meetings and were noticed

## Draft 2027 TIP Public Comments and Responses

by the individual CTAs. I had specifically raised the lack of advance notice for the Contra Costa Transportation Authority presentation during the November 19, 2025 Authority Board meeting.

On July 15, 2026, I also submitted public comment on the Draft 2026 PPP. That comment stated that the Draft PPP did not demonstrate that MTC corrected the public participation infrastructure that had failed during Plan Bay Area 2050+ and related MTC-administered processes. It identified documented problems with public notice, meeting discoverability, Legistar/Granicus alerts, email list reliability, CTA presentation notice, MTC/ABAG responsiveness, and the absence of a single authoritative public schedule for Plan Bay Area presentations, funding decisions, and related regional transportation actions.

The Draft 2027 TIP is now relying on that same public participation environment. Therefore, MTC should not make the proposed finding that the 2027 TIP was developed in accordance with the PPP unless it provides a specific written response explaining how the PPP defects identified in the July 15, 2026 comment have been corrected before this TIP is adopted.

IV. MTC should reconcile the August 12 committee materials schedule before the comment period closes.

Draft 2027 TIP Volume I states on page I-7 that the August 12, 2026 Programming and Allocations Committee presentation of the Draft 2027 TIP and Conformity Analysis will occur one day before the August 13 close of public review and comment. Volume I further states that the agenda for that meeting, including the draft document, is posted publicly one week ahead of the meeting, and that interested persons are invited to submit written or oral comments. See Draft 2027 TIP Volume I, p. I-7.

MTC's Draft 2027 TIP landing page, however, states that the meeting Zoom link and accessibility instructions will be posted to the Meetings & Events webpage no less than 72 hours before the public meeting. The landing page does not state that the agenda will be posted only 72 hours before the meeting. But the landing page also does not clearly confirm the one-week agenda posting commitment stated in Volume I.

MTC should reconcile these public statements before the comment period closes. If Volume I promises one week public posting of the August 12 agenda and draft document materials, MTC should confirm that the August 12 Programming and Allocations Committee agenda, staff report, staff presentation, Zoom link, accessibility instructions, and any committee materials will be posted at least one week before the meeting.

If any committee materials are posted later than one week before the meeting, MTC should extend the August 13 written comment deadline for a reasonable period after those materials are posted. A 72-hour minimum for the Zoom link and accessibility instructions may satisfy a baseline meeting access requirement. Still, it does not provide meaningful review for a 407-project, \$13.8 billion Draft TIP, 497-page Volume II project list, grouped listings, Conformity Analysis, federal performance report, project selection report, and FTA Program of Projects finding.

The schedule also provides only August 14 through August 22 for MTC staff to review all public comments, revise the TIP and Conformity Analysis as needed, and compile responses to significant comments, before September 9 committee review and September 23 Commission approval. See Draft 2027 TIP

## Draft 2027 TIP Public Comments and Responses

Volume I, p. I-7. That schedule is too compressed for meaningful review of significant comments if comments raise grouped listing, conformity, PPP, Program of Projects, and project selection defects.

V. MTC's regional role requires active facilitation, not jurisdictional deflection.

MTC cannot treat the Draft 2027 TIP as a regional program when seeking federal approval, conformity findings, performance findings, and Program of Projects findings, but then point the public outward to each project sponsor or implementing agency for the details needed to evaluate the projects.

Draft 2027 TIP Volume II states that MTC manages the TIP through the web-based Fund Management System ("FMS"), and that FMS contains detailed project information for every project in the TIP, including project descriptions, schedules, funding plans, and approved revisions. It then states that, for questions regarding specific projects, members of the public should contact the project sponsor or implementing agency directly. Volume II also states that project sponsors, CTAs, and federal and state partners may request FMS accounts to gain additional access, submit new projects, request revisions, and review project history. See Draft 2027 TIP Volume II, p. II-3.

That structure creates an information imbalance. Public users may view the current approved version of each project, but sponsors and agencies have broader access and project history. Meanwhile, MTC directs the public to sponsors for project-specific questions, even though MTC is the federally designated MPO, the regional transportation planning agency, the TIP approving body, and the entity making public participation, conformity, fiscal constraint, performance, and Program of Projects findings.

The attached March 11, 2026 Transportation Development Act Article 3 ("TDA-3") correspondence illustrates the broader problem. In that correspondence, MTC staff described the transportation funding landscape as a patchwork of local, regional, state, and federal funding programs with different eligibility requirements and competing interests. Yet the same staff response stated that MTC allocates TDA-3 funds, is the gatekeeper, can insert its own policies into the program, reviews projects and paperwork, and has final approval over which projects get funded, while also relying on cities and counties to ensure project details are accurate.

That correspondence documents the circular deferral problem: MTC describes itself as gatekeeper, policy inserter, allocator, and final approver, yet asserts that accuracy is up to the County; the County, in turn, relies on MTC for policy interpretation and accuracy determinations. The result is that the public is left without a clearly responsible agency.

That is the same problem embedded in the Draft 2027 TIP. MTC is the regional entity that assembles the TIP, controls the FMS platform, approves the TIP, makes conformity findings, and claims the public process satisfies FTA Program of Projects requirements. MTC should not simultaneously place the burden on the public to chase individual sponsors, CTAs, operators, cities, counties, Caltrans, FHWA, FTA, or external websites for the details needed to evaluate the Draft TIP.

The final TIP record should provide a complete public access pathway for every project and grouped listing. That means stable links, clear project status, current project description, sponsor, implementing agency, funding phase, funding source, total cost, Plan Bay Area 2050+ consistency basis, air quality

## Draft 2027 TIP Public Comments and Responses

exempt code, conformity treatment, performance benefit claimed, and public contact. For grouped listings, that information should be provided in a searchable, downloadable, version-controlled format, not only in static Portable Document Format ("PDF") files and external sponsor records.

VI. The official MTC grouped listings page makes the grouped listings part of the core public review record.

The official MTC 2027 TIP Grouped Listings page states that federal regulations allow MPOs to group or combine projects that are not considered appropriate in scale for individual listing. It further states that grouped projects may be grouped by function, work type, or geography; must be consistent with EPA's transportation conformity regulations at 40 C.F.R. Part 93; and that once projects are grouped, the MPO is required to maintain a detailed list of the projects contained in each group outside the TIP.

That statement makes the grouped listings part of the public review record, not merely an administrative appendix. The Draft 2027 TIP cannot be meaningfully reviewed if the details of grouped projects are outside the main TIP document, updated separately, listed as pending, and available only through separate backup files that the public must locate and interpret one by one.

The official MTC grouped listings page lists 24 grouped listings and identifies each as Revision 2027-00 with an approval date of "Pending." See 2027 TIP Grouped Listings.

That "Pending" status matters. MTC should clarify whether these grouped listings are final enough to support public review, the Conformity Analysis, the federal performance findings, and the FTA Program of Projects determination. If the grouped listings remain pending during the public comment period, MTC should not treat the public review as complete unless the public is given a reasonable opportunity to review any final or revised grouped listing materials before the TIP, Conformity Analysis, and Program of Projects findings are adopted.

Draft 2027 TIP Volume II independently confirms the importance of grouped listings. It states that Volume II contains the complete list of projects included in the 2027 TIP and supporting information for grouped project listings. It also states that the 2027 TIP includes 407 projects, \$13.8 billion programmed during the four-year TIP period, and backup lists for grouped projects. Volume II explains that grouped listings are permitted for certain transportation conformity exempt project types, with backup documentation detailing the individual projects included. See Draft 2027 TIP Volume II, p. II-3.

Volume II also states that grouped listings are updated frequently as projects are added, removed, or revised, and that the most current backup listings are available on the MTC website. See Draft 2027 TIP Volume II, p. II-4. That reinforces the public review problem: if grouped listings are updated separately and frequently, then MTC must make clear which version is part of the Draft 2027 TIP public review record, which version supports the Conformity Analysis, and which version the Commission is being asked to approve.

VII. Grouped listings create a traceability problem, not merely a formatting problem.

The issue is not that grouped listings exist. The issue is that grouped listings make it difficult for the public to trace each project from funding decision to project scope, current status, Plan Bay Area 2050+ consistency, air quality exemption, conformity treatment, performance claim, and responsible agency.

## Draft 2027 TIP Public Comments and Responses

Draft 2027 TIP Volume II states that FMS contains detailed project descriptions, schedules, funding plans, and approved revisions, but then directs the public to project sponsors or implementing agencies for project-specific questions. It also states that sponsors, CTAs, and federal and state partners may receive additional FMS access, including the ability to submit projects, request revisions, and review project history. See Draft 2027 TIP Volume II, p. II-3.

The result is a fragmented record:

- Volume II provides summary listings.
- Grouped listing backup files provide partial project details.
- FMS provides current approved project records.
- Sponsors and implementing agencies hold project-specific explanations.
- Caltrans, FHWA, FTA, transit operators, CTAs, cities, or counties may hold the current external project lists.
- The Conformity Analysis relies on the project classifications.
- The public must stitch the record together.

That is not meaningful public review.

The official grouped listings page states that grouped projects must be consistent with EPA transportation conformity regulations at 40 C.F.R. Part 93. See 2027 TIP Grouped Listings. Volume II defines the "Air Quality Exempt Code" as the air quality exemption status under 40 C.F.R. Part 93. See Draft 2027 TIP Volume II, p. II-5.

But the current public record does not provide a simple public crosswalk from:

individual grouped project → scope → exempt code → conformity category → basis for excluding it from regional emissions modeling → performance claim → responsible sponsor or implementing agency.

That is the traceability failure.

Grouping may be appropriate for some small, routine, or categorically exempt projects. But the current grouped listing structure is being used for materially different types of records: freeway operations, State Highway Operation and Protection Program ("SHOPP") activities, safety work, bridge rehabilitation, transit operating assistance, transit preventive maintenance, ADA paratransit support, FTA Section 5310 mobility for seniors and persons with disabilities, FTA Section 5311 rural transit, Lifeline Transportation Program service, Bus Accelerated Infrastructure Delivery ("BusAID"), PROTECT planning studies, federal lands, and tribal transportation.

MTC does not need the public to describe those files back to it. MTC knows what is in them. What the public needs is a coherent way to trace the significance of those records. As currently presented, the grouped listings complicate understanding rather than improving it.

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At minimum, grouped listings raise the following public review problems.

A. They split the record across multiple systems.

MTC's main TIP, Volume II, FMS, grouped listing PDFs, sponsor records, and external agency websites do not operate as one transparent record. The public should not have to move from the Draft TIP landing page, to Volume II, to the grouped listings page, to individual backup files, to FMS, to Caltrans, to a transit operator, to a local sponsor, or to FHWA to understand project scope, funding status, exemption basis, or responsible agency.

B. They are labeled pending.

All grouped listings on MTC's grouped listings page are identified as Revision 2027-00 with an approval date of "Pending." See 2027 TIP Grouped Listings. MTC should explain whether "Pending" means pending MTC approval, pending state approval, pending federal approval, pending incorporation into the Federal Statewide Transportation Improvement Program ("FSTIP"), pending final grouped listing revisions, or merely pending as part of the public comment draft package.

C. They are frequently updated.

Volume II states that grouped listings are updated frequently as projects are added, removed, or revised. See Draft 2027 TIP Volume II, p. II-4. If grouped listings are frequently updated, the public needs version control and a statement identifying the grouped listing version that supports the Draft 2027 TIP and Conformity Analysis.

D. They do not consistently identify current status.

Some grouped listing materials mix current TIP period funds, prior year funds, future year funds, carryforward entries, archived projects, delayed projects, and older program year materials. Volume II explains that prior-year funding and future-year funding may be shown for information only. See Draft 2027 TIP Volume II, p. II-6. But the grouped listing records do not consistently provide a simple status field identifying whether a project is active, completed, carried forward, obligated, delayed, archived, removed, pending, or informational only.

E. They obscure conformity traceability.

The grouped listing page ties grouped listings to 40 C.F.R. Part 93 exempt project classifications. See 2027 TIP Grouped Listings. The Conformity Analysis evaluates implementation of all regionally significant and non-exempt transportation projects. See Conformity Analysis, Executive Summary. But the public record does not provide a project-level crosswalk showing which grouped projects are exempt, which are non-exempt, what exemption category applies, and why the scope supports that treatment.

F. They make it difficult to distinguish small exempt projects from operationally significant projects.

A grouped listing may include projects that are small and routine. It may also include projects involving ramp metering, Transportation Operations System ("TOS") elements, Transportation Management System ("TMS") elements, high-occupancy vehicle ("HOV") bypass lanes, bridge work, roadway realignment, financial contribution only arrangements, ADA improvements, or service operating support. The issue is not that such projects are necessarily improper. The

## Draft 2027 TIP Public Comments and Responses

issue is that the public cannot easily determine whether a project is a minor exempt action, part of a larger corridor program, part of a future capacity or operational change, or connected to separate environmental review.

G. They are not uniformly searchable, mapped, or machine readable.

Volume II states that MTC provides an online map and data dashboard, but also acknowledges that some projects are not displayed on the map because they are not tied to a specific location, including transit operations, planning projects, studies, and programmatic work. See Draft 2027 TIP Volume II, p. II-4. Those are precisely the types of projects most likely to be buried in grouped listings. Static PDF files are not enough for traceability across 24 grouped listings.

MTC should therefore provide a single grouped listing crosswalk before adopting the Draft 2027 TIP and Conformity Analysis. For each grouped project, the crosswalk should identify:

1. grouped listing title and TIP identification number;
2. individual project name;
3. sponsor;
4. implementing agency;
5. county, city, corridor, route, and post mile limits where applicable;
6. project description;
7. funding phase;
8. fund source;
9. prior year, current TIP year, and future year funding;
10. current status;
11. approval status;
12. air quality exempt code;
13. conformity category;
14. basis for exemption;
15. Plan Bay Area 2050+ consistency category;
16. performance benefit claimed;
17. whether the project includes widening, ramp work, HOV bypass lanes, shoulder work, road realignment, bridge widening, TOS/TMS elements, signal changes, ADA upgrades, financial contribution only arrangements, or external project lists maintained outside MTC's record;
18. environmental clearance status where available; and
19. public contact.

Without that crosswalk, grouped listings complicate rather than clarify public review.

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VIII. The Conformity Analysis depends on a project list and exemption record that must be publicly traceable.

The Conformity Analysis states that it presents the initial transportation conformity determination for the 2027 TIP and re-conforms Plan Bay Area 2050+. It further states that the analysis evaluates emissions from implementation of the long-range regional plan and TIP, including all regionally significant and non-exempt transportation projects. See Conformity Analysis, Executive Summary.

The Conformity Analysis states that travel activity forecasts were generated in spring 2026 using MTC's Travel Model 1.6, emissions were estimated using EMFAC2021 with EPA-approved adjustment factors from November 2025 and May 2026, and conformity was tested using the ozone emissions budget test and the fine particulate matter ("PM2.5") baseline interim emissions test. It concludes that the 2027 TIP and Plan Bay Area 2050+ conform to the SIP. See Conformity Analysis, Executive Summary.

That conclusion depends on correctly identifying which projects are regionally significant and non-exempt, which projects are exempt, which grouped listings are validly grouped, and whether project scopes have been accurately described. This is why the grouped listing traceability problem is material. The public must be able to verify how the Conformity Analysis treats individual projects, grouped projects, exempt projects, non-exempt projects, and regionally significant projects. A conformity conclusion cannot be meaningfully reviewed if the project scope and exemption basis are scattered across the main TIP, grouped listings, FMS, and sponsor records. Before adoption, MTC should provide a project-level Conformity Analysis crosswalk that identifies:

1. all regionally significant projects included in the regional emissions analysis;
2. all non-exempt projects included in the regional emissions analysis;
3. all exempt projects excluded from regional emissions analysis;
4. all grouped listing projects treated as exempt;
5. the specific 40 C.F.R. Part 93 category used for each exempt project;
6. whether the project includes widening, realignment, HOV bypass lanes, ramp work, TOS/TMS elements, new lanes, new turn lanes, intersection reconfiguration, or other capacity or traffic pattern elements;
7. why any such elements do not alter the conformity treatment; and
8. where the public can review the basis for each determination. MTC should also explain how the Conformity Analysis addresses the prior Plan Bay Area 2050+ forecast comments incorporated above. The Conformity Analysis relies on Plan Bay Area 2050+ socioeconomic and land use forecasts and travel modeling assumptions. I previously objected that the Plan and DEIR relied on a single primary forecast without a high, medium, and low growth envelope and without adequate disclosure of the range of outcomes. MTC should provide a written response explaining why those forecast comments do not affect the Draft 2027 TIP conformity determination.

IX. MTC's performance findings depend on sponsor data that must be verifiable. The TIP Federal Performance Supplemental Report states that performance-based planning and programming is intended to improve the efficiency and effectiveness of transportation investments, support informed decision making, and increase accountability and transparency. It also states that MTC is responsible for establishing regional targets and incorporating them into planning and programming processes, including the TIP and long-range transportation plan. The same report states that the 2027 TIP includes more than 400 transportation projects and programs representing \$13.8 billion in committed funding, and that MTC collected data from project sponsors to



## Draft 2027 TIP Public Comments and Responses

complete the analysis. See TIP Federal Performance Supplemental Report. This is useful, but it raises a verification issue. If MTC's performance findings depend on sponsor-provided project purpose, benefit, timing, and scope data, the public must be able to verify the sponsor data. The attached TDA-3 correspondence shows why this matters: MTC may rely on cities and counties for project accuracy while simultaneously retaining final approval and policy authority. For each project or grouped listing that supports a safety, state of good repair, accessibility, equity, VMT, reliability, congestion reduction, environmental sustainability, transit frequency, transit capacity, transit reliability, or Complete Streets claim, MTC should provide:

1. sponsor-provided project purpose;
2. MTC's review of that purpose;
3. performance metric affected;
4. quantitative or qualitative benefit claimed;
5. source data used;
6. whether the project was classified by sponsor self-report, MTC review, or both;
7. correction process for inaccurate sponsor entries; and
8. public contact for data verification.

Without this, the performance report risks becoming a sponsor data aggregation exercise rather than an accountability document.

X. FTA Program of Projects review must be rider accessible, especially for ADA, Section 5310, Lifeline, rural transit, operating assistance, and preventive maintenance. MTC's Draft 2027 TIP Volume III includes proposed MTC Resolution No. 4786, which would find that the public participation process conducted for the 2027 TIP satisfies the public involvement requirements of the FTA annual Program of Projects. See Draft 2027 TIP Volume III, Appendix A, p. III-7. That finding should not be made unless the public process is accessible to the people most affected by FTA-funded transit programs, including transit riders, seniors, persons with disabilities, paratransit users, low income riders, rural transit users, and human services transportation users. This concern is heightened because several grouped listings are not merely capital project lists. They include operating assistance, preventive maintenance, paratransit support, FTA Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities, FTA Section 5311 Rural Area Program, and Lifeline Transportation Program service. The issue is not whether those programs are worthwhile. The issue is whether the people most affected by those programs can understand the Draft TIP record and comment meaningfully. A technical TIP comment page and grouped listing PDFs are not enough to show meaningful, rider-accessible public involvement. For FTA Program of Projects purposes, MTC should provide a plain language table for each transit operator and human services transportation program identifying:

1. operator or subrecipient;
2. program;
3. route or service area;
4. whether the funding preserves service, restores service, expands service, replaces vehicles, funds operating assistance, supports paratransit, or supports mobility management;
5. affected riders or populations;
6. funding amount;
7. program year;
8. whether the funding is current, carried forward, obligated, pending, or prior year informational;

## Draft 2027 TIP Public Comments and Responses

9. public contact; and

10. how riders can submit comments in an accessible format.

MTC should not make the Program of Projects finding until it can demonstrate that these materials were made accessible to affected riders, not only to agency staff and technical reviewers.

XI. Current, prior year, carryforward, delayed, archived, removed, and pending project status must be clear. Draft 2027 TIP Volume I states that development of the 2027 TIP began with an assessment of progress since adoption of the 2025 TIP. It states that 112 projects have been archived as completed or otherwise removed from the TIP, and that 33 projects experienced schedule delays and remain active. See Draft 2027 TIP Volume I, p. I-5. That information is important, but it is not enough. The project list, grouped listings, and backup files mix current TIP period funds, prior year funds, future funds, historical backup lists, carryforward amounts, archived projects, delayed projects, removed projects, and informational entries. Volume II explains that prior years funding is shown for information only and that future years funding is also shown for information only. See Draft 2027 TIP Volume II, p. II-6. But the grouped listing files do not consistently provide a simple public status field. This is especially problematic where the official grouped listings page identifies all 24 grouped listings as Revision 2027-00 with approval status "Pending." See 2027 TIP Grouped Listings. If the grouped listings are pending, the public needs to know whether that means pending final approval, pending federal approval, pending MTC approval, pending incorporation into the Federal Statewide Transportation Improvement Program, or simply pending as part of the public comment draft package. Every project and grouped listing row should include a status field that clearly states whether the item is:

- active current TIP programming;
- carried forward;
- federally obligated;
- completed;
- delayed;
- archived;
- removed;
- prior year informational only;
- future year informational only; or
- pending approval.

Without that field, the public cannot determine which projects are part of the Draft 2027 TIP action and which are included only for accounting, historical context, or future reference.

XII. The public review period should be extended or supplemented. The Draft 2027 TIP record is extensive. It includes the Volume I overview, a 497-page Volume II project list, Volume III appendices, the Conformity Analysis, grouped listings, the Federal Performance Supplemental Report, the Project Selection and Prioritization Supplemental Report, the online TIP map, the TIP data dashboard, and FMS. Volume II states that the online map displays the geographic location of most projects, but that some projects are not displayed because they are not tied to a specific location, including transit operations, planning projects, studies, and programmatic work. See Draft 2027 TIP Volume II, p. II-4. That means the most important public review details for many transit,

## Draft 2027 TIP Public Comments and Responses

planning, and programmatic projects are not necessarily visible in the map. MTC should extend the written comment deadline or provide a supplemental comment period after:

1. the August 12 Programming and Allocations Committee agenda, staff report, staff presentation, Zoom link, and accessibility instructions are posted;
2. the grouped listings are provided in searchable and downloadable table form;
3. the Conformity Analysis crosswalk described above is made available;
4. the FTA Program of Projects plain language transit table is made available; and
5. MTC provides a written response to prior PPP and Plan Bay Area 2050+ public participation objections.

At minimum, if MTC posts any committee materials, staff revisions, comment summaries, response matrices, grouped listing updates, or conformity clarifications after August 12, it should reopen or extend public comment before the September 9 committee review and September 23 Commission approval.

XIII. Requested revisions and responses before adoption. Please have MTC take the following actions before adopting the Draft 2027 TIP, approving the Conformity Analysis, or making PPP and Program of Projects findings.

1. Respond to prior Plan Bay Area 2050+ comments. MTC should provide a written response explaining how the Draft 2027 TIP and Conformity Analysis address prior comments regarding forecast risk, single forecast reliance, lack of high, medium, and low growth envelopes, VMT uncertainty, climate/GHG mitigation enforceability, local implementation risk, and public participation barriers.
2. Respond to the July 15, 2026 PPP comment. MTC should provide a written response explaining how the PPP defects identified in my July 15, 2026 comment were corrected before MTC makes a finding that the 2027 TIP was developed in accordance with the PPP.
3. Reconcile the August 12 committee posting issue. MTC should confirm that the August 12 Programming and Allocations Committee agenda, staff report, staff presentation, Zoom link, accessibility instructions, and all committee materials will be posted at least one week before the meeting, consistent with Draft 2027 TIP Volume I page I-7. If not, the written comment deadline should be extended.
4. Make grouped listings fully reviewable. MTC should provide all grouped listings in searchable, downloadable, version-controlled table format, with individual project status, funding phase, air quality exempt code, project location, sponsor, implementing agency, Plan Bay Area 2050+ category, conformity treatment, performance claim, and public contact.
5. Clarify pending grouped listing status. Because the official MTC grouped listings page identifies all 24 grouped listings as Revision 2027-00 with approval date "Pending," MTC should explain what "Pending" means, what action remains pending, and whether the grouped listings are final enough to support public review, the Conformity Analysis, performance findings, and Program of Projects findings. See 2027 TIP Grouped Listings.
6. Provide a conformity exemption crosswalk. MTC should provide a project-level crosswalk showing which projects are modeled, which are exempt, which are grouped, which are regionally significant, which are non-exempt, and what exemption category applies.
7. Explain grouped projects with widening, ramp, HOV, TOS, TMS, realignment, operational, or financial contribution only elements. For any grouped project that includes ramp widening, roadway widening, HOV bypass lanes, shoulder work, road realignment, bridge widening, TOS elements, TMS elements, intersection reconstruction, traffic pattern changes, or financial contribution only arrangements, MTC should explain why the project's conformity treatment remains valid and where the public can review the basis.
8. Provide a public verification process for sponsor data. MTC should disclose how sponsor-provided data were reviewed and validated for project purpose, performance benefit, funding status, schedule, scope, and Plan Bay Area 2050+ consistency.

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9. Make FTA Program of Projects information rider accessible. MTC should provide plain-language, rider-facing tables for ADA paratransit, FTA Section 5310, FTA Section 5311, Lifeline, operating assistance, preventive maintenance, and other transit projects that identify affected routes, services, riders, operators, service areas, funding amounts, and current status.
10. Add a current status field to every project and grouped listing row. Every project and grouped listing row should state whether the item is active, carried forward, obligated, completed, delayed, archived, removed, prior-year informational only, future-year informational only, or pending approval.
11. Do not make Program of Projects findings without accessible outreach evidence. MTC should not find that the TIP process satisfies FTA annual Program of Projects public involvement requirements unless MTC demonstrates that affected riders, seniors, persons with disabilities, paratransit users, rural transit users, and low income riders received accessible notice and meaningful opportunity to comment.
12. Do not adopt the Conformity Analysis without a complete public project crosswalk. MTC should not approve the Conformity Analysis until the public can trace the analysis from project list to grouped listing to exemption code to modeling treatment.
13. Extend or reopen the comment period if significant new materials are posted. If MTC posts staff revisions, committee materials, grouped listing updates, comment summaries, response matrices, or conformity clarifications after August 12, MTC should extend or reopen the written comment period before final committee and Commission action.

XIV. Conclusion. The Draft 2027 TIP is a major implementation document. It programs more than \$13.8 billion in committed funding, includes more than 400 projects, supports more than \$62 billion in total project costs, relies on Plan Bay Area 2050+ for project consistency, supports air quality conformity findings, advances federal performance claims, and proposes to satisfy FTA Program of Projects public involvement requirements. That is too consequential for the public to be asked to accept a fragmented record consisting of a large project list, separate grouped listings, pending grouped listing approvals, FMS entries, external sponsor records, sponsor-provided data, multiple websites, and a compressed comment schedule. MTC is the regional transportation planning, financing, coordinating, and MPO entity for the nine-county Bay Area. It cannot rely on regional authority for funding and conformity purposes while deflecting accountability for project information to sponsors, CTAs, operators, Caltrans, or other implementing agencies when the public asks for the information needed to evaluate the TIP. Public participation requires more than a comment form. It requires a complete, accessible, traceable, and coherent public record. The Draft 2027 TIP and Conformity Analysis should be revised before adoption to provide that record. Please confirm receipt of this comment, identify how it will be logged, state whether it will be included in the official administrative record, and provide a written response to each requested revision before the Programming and Allocations Committee and Commission take final action.

Respectfully submitted, Brian C. Swanson, AICP  
City of San Ramon/Contra Costa County Resident

### Attachments/Prior Comments Incorporated by Reference

1. December 18, 2025 Public Comment on Plan Bay Area 2050+ Procedural Barriers (included in-line on this email chain after Attachment 4 listed below).
2. December 18, 2025 Public Comment Opposing Draft Plan Bay Area 2050+ (Attachment 1).
3. December 18, 2025 Public Comment on Plan Bay Area 2050+ Draft EIR (Attachment 7).
4. July 15, 2026 Public Comment on Draft 2026 Public Participation Plan (included in-line on this email chain directly below this message)
5. March 11, 2026 TDA-3/Complete Streets/Funding Accountability Correspondence (Attachment 6 of this message).

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6. December 2025 Legistar/Granicus Calendar Alert Correspondence (Attachment 4 of this message).

7. November 2025 Plan Bay Area 2050+ CTA Presentation Notice Correspondence (Attachment 5 of this message).

8. December 2025 Search Discoverability Screenshots for Plan Bay Area 2050+ (Attachments 2 and 3 of this message).

**Response:**

Thank you for your comment. We appreciate your review of the Draft 2027 TIP, Transportation-Air Quality Conformity Analysis, grouped project listings, and related supplemental materials. Your comments address a number of topics, including public participation procedures, access to meeting and project information, grouped project listings, transportation conformity, project selection and prioritization, performance reporting, transparency of project information, and the relationship between the TIP and Plan Bay Area 2050+.

Regarding public participation, MTC conducted the Draft 2027 TIP public review process in accordance with its adopted Public Participation Plan (2023). The public comment period began on July 14, 2026, and the draft TIP, conformity analysis, grouped listings, and related materials were available throughout the public review period. While TIP Volume I references posting committee materials one week in advance as an organizational best practice, the applicable public notice requirement for committee agendas and materials is 72 hours prior to the meeting. To avoid confusion, MTC will clarify this distinction in the final version of TIP Volume I.

We also appreciate your comments regarding grouped project listings. MTC prepares and maintains grouped project listings consistent with applicable FTA, FHWA, and Caltrans requirements and guidance. The "Pending" status shown on draft grouped listings indicates that the grouped listing has been posted for public review as part of the Draft 2027 TIP but has not yet completed the applicable approval process by MTC and state and federal transportation agencies. Following TIP adoption and completion of the required approvals, the status is updated accordingly. We appreciate your comments regarding the accessibility and transparency of grouped project information and will continue to look for opportunities to present this information in ways that are more understandable and accessible to the public.

Responses to comments specific to the conformity analysis will be included in the final Transportation-Air Quality Conformity Analysis.

Your comments regarding Plan Bay Area 2050+, regional forecasts, public participation, project selection, conformity analysis, performance reporting, project transparency, and funding accountability have been shared with the appropriate MTC staff and have been included in the administrative record for the Draft 2027 TIP and related materials. MTC appreciates your continued engagement in regional transportation planning and programming efforts.

| Comment                                                                                                                                                                                                                                                                                                                                                    | Name       | Organization | Source | Date      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------|--------|-----------|
| 26                                                                                                                                                                                                                                                                                                                                                         | Peter Kang | Caltrans     | Email  | 8/12/2026 |
| <p><b>Comment:</b></p> <p>Thank you very much for providing us the opportunity to review MTC’s Draft 2027 TIP. Please include responses to the comments below from the Office of Federal Programming and Data Management, and the comments from the Air Quality Branch from the Division of Transportation Planning in the Final 2027 TIP to Caltrans.</p> |            |              |        |           |

## Draft 2027 TIP Public Comments and Responses

### 1. Outstanding Supplemental Reports (Performance Measures, Investment/Equity Analysis)

The Draft TIP narrative (Volume 1, p. I-5 and I-12) defers its performance-measure discussion and equity/investment-benefit analysis to two supplemental reports: TIP Federal Performance Supplemental Report and the TIP Investment Analysis Supplemental Report. Both noted as "to be posted no later than July 22, 2026," i.e., after the Draft TIP itself was released and after the start of the public comment period.

[Comment] Timing of supplemental report posting relative to the comment period.

Recommend MTC confirm that the July 22 posting date still allows the full 30-day public/interagency review window (through August 13) to meaningfully review these analyses, and that OFPDM receives notice when both reports are posted. Federal performance-measure findings (23 CFR 450.306(d)) and equity/environmental-justice findings are substantive FTIP contents that Caltrans and FHWA will need to evaluate before Final FTIP submittal is processed.

### 2. Grouped Project Listings — Fiscal Year Column Inconsistency

The Section 130 Local Railroad/Highway Grade Crossing grouped-project listing (Volume 2, Caltrans Managed non-SHOPP Program Details) shows individual project entries with differing three-year FFY column sets, for example FFY21–23, FFY23–25, FFY25–27, and FFY26–28 appearing across different rows within the same grouped table, rather than a consistent FFY2027–FFY2030 column structure matching the stated 2027 TIP period (FFY 2026-27 through 2029-30).

[Comment] Confirm FFY columns reflect current, correct programming years.

This pattern is consistent with a data-carryover issue we have seen in other MPOs' CTIPS submittals following prior-cycle imports, where a project's original obligation-year columns are retained rather than updated to the current FTIP period. Recommend MTC/District 4 confirm whether these entries reflect (a) intentional historical obligation history displayed alongside current programming, or (b) legacy fiscal-year labels that should be updated to FFY2027–FFY2030 for the 2027 TIP. If (a), consider adding a note distinguishing historical obligation years from current TIP-period programming to avoid confusion during CTIPS validation and FSTIP financial-constraint review.

### 3. CMAQ and STBGP Project Selection Links

Volume 1 (p. I-11) links to a general funding-program page ([mtc.ca.gov/FHWA-Grants](https://mtc.ca.gov/FHWA-Grants)) that lists CMAQ and STBG among other FHWA programs, but a direct link to CMAQ- and STBGP-specific project selection procedures or criteria, as called for in Appendix B, Item 10, was not located in the reviewed sections.

[Question] Provide direct CMAQ/STBGP project selection procedure link(s).

Recommend MTC either add a direct link to its CMAQ/STBGP project selection criteria/procedures document, or confirm that the general funding-program page satisfies this checklist item, so it can be cited accordingly in the FSTIP development file.

### 4. Formal Amendment vs. Administrative Modification Thresholds

Volume 1 (p. I-13) describes formal amendments as required for cost increases exceeding "\$20M or greater than 50 percent of the total project cost," with administrative modifications covering increases of "\$20M or less or up to 50 percent." The description is generally consistent with 23 CFR 450.104 and 450.326 principles distinguishing non-exempt scope/cost changes from minor administrative changes.

[Comment] Confirm consistency with current statewide guidance.

Recommend confirming this dollar/percentage threshold against the current statewide Caltrans FTIP amendment/administrative modification guidance to ensure MTC's PPP-adopted thresholds have not diverged from the version OFPDM currently uses when advising other MPOs, particularly since amendment classification errors are a recurring source of processing delay at FSTIP incorporation.

## Draft 2027 TIP Public Comments and Responses

### 5. Federal Planning Finding / Grouped Project Certification

Volume 3, Appendix B (embedded checklist, Item 7) calls for the MPO Grouped Project Certification Letter (2025 FPF #1) and reference to "Best Practices for Group Project Listings for Transit Projects" for FTA-funded grouped listings.

[Question] Confirm certification letter coverage.

Given the number of distinct grouped-project categories in Volume 2 (e.g., Section 130 crossings, transit grouped listings, and other Caltrans-managed non-SHOPP groupings), recommend confirming that MTC's Grouped Project Certification Letter, if already on file, covers all categories used in this Draft, or whether an updated certification is needed for the 2027 cycle.

### 6. Financial Constraint (Appendix I)

Volume 3, Appendix I, Tables 1 and 2, presents Revenue and Programmed amounts by FFY2027–FFY2030 with local, regional, state, and federal categories, and appears structurally consistent with the front-matter summary in Figure 1 and Table 1 (p. I-4) of Volume 1: \$13.8 billion programmed, 407 projects.

[Compliant] Financial summary structure meets checklist Item 5 format expectations.

No inconsistency identified between the Volume 1 investment summary and Appendix I totals in the sections reviewed. Final reconciliation against the CTIPS-uploaded Financial Summary Template (due with the Draft package per Appendix B, no later than August 31, 2026) is recommended once submitted.

### 7. Summary of Requested Actions

- MTC to confirm posting timeline for the Federal Performance and Investment Analysis Supplemental Reports and notify the assigned FTIP/FSTIP Coordinator once posted.
- MTC/District 4 to confirm and, if needed, correct the FFY column labeling in the Section 130 grouped railroad-crossing listing.
- MTC to provide a direct CMAQ/STBGP project-selection link or confirm the existing general funding page satisfies Checklist Item 10.
- MTC to reconfirm amendment/administrative-modification dollar thresholds align with current statewide guidance.
- MTC to confirm Grouped Project Certification Letter coverage for all grouped categories in the 2027 TIP.

## Draft 2027 TIP Public Comments and Responses

### **Response:**

Thank you for your review of the Draft 2027 TIP and for the comments provided by the Office of Federal Programming and Data Management and the Division of Transportation Planning's Air Quality Branch. We appreciate Caltrans' coordination throughout the TIP development process.

Regarding the supplemental reports, MTC posted the TIP Federal Performance Supplemental Report and an updated TIP Volume I on July 15, 2026. To provide additional opportunity for public and agency review of the newly posted materials, MTC extended the public comment period by one additional day. The materials remained available throughout the extended 30-day public review period, and the report was also provided directly to Caltrans staff.

MTC reviewed the grouped project listing fiscal year labeling identified in the Section 130 Local Railroad/Highway Grade Crossing grouped listing and updated the grouped listing funding tables to clarify the correct programming years and more clearly distinguish active TIP-period programming from historical programming information. The revised tables are limited to the active years of the 2027 TIP.

Regarding CMAQ and STBG project selection procedures, MTC will update the final TIP documentation and associated weblinks to provide direct links to the applicable STBG/CMAQ and Carbon Reduction Program (CRP) funding program pages and project selection information.

Regarding amendment and administrative modification procedures, MTC confirms that it follows the current statewide Caltrans FTIP amendment and administrative modification procedures. MTC will clarify the related discussion in Final TIP Volume I to ensure consistency with current guidance.

MTC also confirms that grouped project listings included in the Draft 2027 TIP have been prepared consistent with applicable federal planning requirements and guidance and Caltrans guidance for grouped project listings. MTC's Grouped Listing Project Certification Letter for the 2027 TIP will cover all categories of grouped project listings included in the Draft 2027 TIP.

Finally, regarding the Investment Analysis Supplemental Report, MTC did not prepare a separate TIP Investment Analysis as part of the Draft 2027 TIP. MTC's interpretation is that investment analyses included in certain prior TIP cycles were prepared for informational purposes and are not required under 23 CFR § 450.326 or Title VI of the Civil Rights Act. For regional equity and Title VI planning considerations, MTC primarily relies on the equity analyses prepared as part of Plan Bay Area 2050+, which evaluate the distribution of benefits and burdens associated with the region's more comprehensive long-range transportation plan.



## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Name          | Organization | Source             | Date      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|--------------------|-----------|
| 27                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Josue Jimenez | Public       | Webform submission | 8/12/2026 |
| <b>Comment:</b><br>Why does Solano County receive such low Transportation Improvement Program funds compared to the rest of the 9 Bay Area Counties? It would do so much good for there to be an increase, even just a little bit. I understand population density and such, but still it is a little hard to swallow that SF gets over \$6 billion and Solano barely gets over \$30 million; that is around SF getting 200 times more funding for a population size that is around twice as bigger than Solano County. People in Solano County would love to have safer, better bike lanes for active transportation for getting to school, work, and for recreation. There are places in Solano County, like Rio Vista, where sidewalk paths are incomplete or missing for children to safely walk home from school because they don't have the luxury of being picked up from school since their parents are working. Please be charitable to Solano County, as even a little more funding would do wonders for the residents who live in this beautiful county! |               |              |                    |           |
| <b>Response:</b><br>Thank you for your comment. TIP funding is not distributed among counties using a fixed formula based on population. The TIP reflects specific transportation projects that have secured funding over the next four years (FY 2026-27 through FY 2029-30). As a result, the amount of funding shown for a county can vary significantly from one TIP cycle to another depending on which projects are advancing. We appreciate your comments regarding transportation needs in Solano County and have shared them with staff involved in future planning and funding discussions.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |               |              |                    |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Name        | Organization | Source             | Date      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------|--------------------|-----------|
| 28                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Bruce Dughi | Public       | Webform submission | 8/12/2026 |
| <b>Comment:</b><br>Please increase funding to bike/ped--7% is pathetic, especially after 100 yrs of neglect. I appreciate the large investment (43%) in public transit but cycling/walking creates less GHGs and the combination of bike/transit is powerful, allowing me to transport myself almost everywhere in the bay area. More people will use this powerful combo if we can improve cycling by making cycling more enjoyable, especially in our uniquely fantastic weather. Let's reduce GHGs by spending less on cars. Even e-cars will not reduce GHGs enough to save the day. Cheers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |              |                    |           |
| <b>Response:</b><br>Thank you for your comment. Plan Bay Area 2050+, the Bay Area's adopted long-range regional plan, establishes the region's transportation, housing, economic, and environmental strategies through 2050. The Draft 2027 TIP includes projects that align with Plan Bay Area 2050+ and that have funding committed during the four-year TIP period (FY 2026-27 through FY 2029-30).<br><br>We appreciate your feedback regarding investments in bicycle and pedestrian infrastructure, greenhouse gas reduction, and the balance of investments between active transportation, transit, and roadway projects. The TIP is a four-year programming document that identifies transportation projects with committed funding. It does not establish regional policy or determine future investment priorities. Because these issues relate to topics addressed through the region's long-range planning process, your comments have been shared with staff responsible for Plan Bay Area and other long-range planning efforts and will be considered in future planning updates. |             |              |                    |           |

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Name          | Organization | Source             | Date      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|--------------------|-----------|
| 29                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Nick Waranoff | Public       | Webform submission | 8/12/2026 |
| <b>Comment:</b><br>(1) the population projections are unrealistically high in light of the Dept of Finance projections for little or no population growth, to be followed by a decline in population (2) primary funding should be for cars. Too much funding is proposed for transit and especially too much for bikes. Population is aging.                                                                                                                                                                                                                                                                                                                                                                                                   |               |              |                    |           |
| <b>Response:</b><br>Thank you for your comment. We appreciate your feedback regarding regional population forecasts and transportation investment priorities, including the balance of funding among roadway, transit, bicycle, and pedestrian projects. The TIP is a four-year programming document that identifies transportation projects with committed funding. It does not establish regional policy, approve development projects, or establish population forecasts. Because these issues relate to topics addressed through the region's long-range planning process, your comments have been shared with staff responsible for Plan Bay Area and other long-range planning efforts and will be considered in future planning updates. |               |              |                    |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Name          | Organization | Source             | Date      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|--------------------|-----------|
| 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Martin Sances | Public       | Webform submission | 8/12/2026 |
| <b>Comment:</b><br>Funds should be used for roads and bridges not wasted on Ferries which are inaccessible and very seldom used. Ferries are an inefficient artifact of the past and boondoggle for developers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |              |                    |           |
| <b>Response:</b><br>Thank you for your comment. We appreciate your feedback regarding transportation investment priorities, including the share of funds committed to roads, bridges, ferries, and other transportation modes. The TIP is a four-year programming document that identifies transportation projects with committed funding. It does not establish regional policy or determine future investment priorities. Because these issues relate to topics addressed through the region's long-range planning process, your comments have been shared with staff responsible for Plan Bay Area and other long-range planning efforts and will be considered in future planning updates. |               |              |                    |           |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Name       | Organization | Source             | Date      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------|--------------------|-----------|
| 31                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Suzie Dods | Public       | Webform submission | 8/12/2026 |
| <b>Comment:</b><br>I'm overwhelmed by the complexity of the whole thing. I don't see any clear path or statements about WHAT is planned to be done.<br>What I do know is that we need a UNIFIED and coordinated mass transit system for the Bay Area. We need to make biking and walking THE go to options. We need public transportation that CONNECTS & coordinates OFTEN. Not just during commute time. We need buses that accommodate e-bikes.<br>One system that works with ALL 9 Bay Area counties in a coherent manner |            |              |                    |           |

## Draft 2027 TIP Public Comments and Responses

**Response:**

Thank you for your comment. We appreciate your feedback regarding the complexity of the TIP documents. The TIP is intended primarily as a federal and state programming document and is not designed to present a single vision or strategy for the future transportation system. We will continue to explore ways to make TIP information easier to understand through summary materials, maps, dashboards, and public outreach tools. Your comments regarding transit coordination, active transportation, and regional connectivity have also been shared with staff responsible for related planning efforts.

| Comment | Name          | Organization | Source                                                                     | Date      |
|---------|---------------|--------------|----------------------------------------------------------------------------|-----------|
| 32      | Roland Lebrun | Public       | Oral comments given at MTC's Programming and Allocations Committee meeting | 8/12/2026 |

**Comment:**

THIS IS A BRIEF FOLLOW UP TO A COMMENT MADE EARLIER ON THE GENERAL PUBLIC COMMENT AT A DIFFERENT MEETING. I'M PERSONALLY FINDING THAT THIS NEW REQUIREMENT OF SUBMITTING PUBLIC COMMENT TWO DAYS PRIOR TO THE MEETING IS PROBLEMATIC. AS AN EXAMPLE, THE FIGURES ARE QUOTED TO ON THE ACTUAL FUNDING PLAN FOR BART PHASE TWO WERE NOT AVAILABLE TWO DAYS AGO, AND I FOUND THEM THIS MORNING. SO IT'S DIFFICULT TO GIVE YOU ACCURATE AND UP-TO-DATE INFORMATION. THE OTHER THING AS I'M LEARNING MORE ABOUT AI AND GEMINI, PARTICULARLY WORKS, IS THAT IF THERE IS NO PUBLIC RECORD, AI JUST BASICALLY SKIPS IT, IT DOESN'T KNOW ABOUT IT. I THINK THEY'RE AT THE POINT NOW WHEN ACTUALLY READING THE TRANSCRIPT AND BASICALLY GETTING INTERFERENCE FROM THAT, THAT IF WRITTEN PUBLIC COMMENT ARE NOT BEING POSTED ON THE MTC WEBSITE, THAT'S GOING TO BE A REAL ISSUE MOVING FORWARD. SO, IF THE DEADLINE OF TWO DAYS COULD REVERT BACK TO THE ORIGINAL DEADLINE OF 5:00 P.M. 1 DAY PRIOR TO THE MEETING, I THINK THAT WOULD BE MUCH APPRECIATE. THANK YOU SO MUCH.

**Response:**

Thank you for your comment regarding MTC's public comment procedures and the availability of written public comments. Your feedback on comment submission deadlines, access to current information, and public access to submitted comments has been shared with the appropriate MTC staff for consideration.

| Comment | Name        | Organization | Source                 | Date      |
|---------|-------------|--------------|------------------------|-----------|
| 33      | Howard Wong | Public       | Email (see attachment) | 8/13/2026 |

## Draft 2027 TIP Public Comments and Responses

### Comment:

#### CENTRAL SUBWAY BOONDOGGLE

Learn not to repeat past boondoggles that decrease systemwide transit modal share. Cutting Muni lines & service & ridership throughout the city. Exacerbating budget deficits. Do independent audits for accurate data.

SIMPLY EXPAINED: If a business spends billions of dollars on a product that results in few new customers---or worse, less customers---than that debilitating failure is not repeated. Despite spending billions of dollars, the Central Subway has taken money from the rest of the Muni system, cut bus lines, frequency, evening/ weekend hours, and deferred needed capital investments---while causing decreased ridership and transit modal share across the system---even before the pandemic.

#### CIVIL GRAND JURY REPORT: TOO MUCH MONEY FOR TOO LITTLE BENEFIT

[https://civilgrandjury.archive.sf.gov/2010\\_2011/Central\\_SubwayToo\\_Much\\_Money\\_for\\_Too\\_Little\\_Benefit.pdf](https://civilgrandjury.archive.sf.gov/2010_2011/Central_SubwayToo_Much_Money_for_Too_Little_Benefit.pdf)

STREETSBLOG: SF Civil Grand Jury Rips Central Subway, Calls for a Redesign: <https://sf.streetsblog.org/2011/07/07/sf-civil-grand-jury-rips-central-subway-calls-for-a-redesign>

EXAMINER: Muni's Central Subway unnecessary, says civil grand jury: [https://www.sfexaminer.com/news/muni-s-central-subway-unnecessary-says-civil-grand-jury/article\\_2e4eb36b-a332-5164-aaff-84ad93a225ca.html](https://www.sfexaminer.com/news/muni-s-central-subway-unnecessary-says-civil-grand-jury/article_2e4eb36b-a332-5164-aaff-84ad93a225ca.html)

#### TRANSIT AGENCIES: PUBLIC TRUST IS CRITICAL

Despite expenditures of billions and billions of dollars on transit operations and capital projects, transit ridership has decreased---even before the pandemic. Marked by a failure to rival global best practices, transit agencies and politicians must focus on transformative increases in transit modal share. Transit ridership has been falling since even before the pandemic.

SF CENTRAL SUBWAY: A NEGATIVE CASE STUDY A short 1.7-mile route, \$2 billion cost (\$1.2 billion/ mile), \$400 million cost overrun, \$15 million/ year operating costs, \$7 million in water leak repairs, \$\$\$ construction impacts on businesses for a decade.

END RESULT: Very low ridership. The Central Subway's three stations (Yerba Buena/ . Moscone, Union Square, Chinatown-Rose Pak) have fewer daily riders than a busy Muni bus stop. As millions/ billions of dollars are drained from the citywide Muni system, bus lines/ service hours are cut. No wonder SF transit modal share decreased.

PLANETIZEN: Zurich, the World's Best Transit City <https://www.planetizen.com/node/53044>

ZURICH: Mineta Transportation Institute: Implementation of Zurich's Transit Priority Program <http://www.andynash.com/nash-publications/Nash2001-Zurich-PT-MTI-01-13.pdf> "Consequently, the entire transit network could be improved rather than just building a single line. This was the choice that Zurich

## Draft 2027 TIP Public Comments and Responses

faced in a 1973 election that asked voters to spend 1.2 billion Swiss Francs (SFr) for construction of a new underground transit system. Voters rejected that measure and voted instead to provide 200 million SFr over 10 years to implement transit priority measures to make the existing surface transit system more effective.”

CENTRAL SUBWAY EXTENSION: LOW (BAD) PRIORITY GENERAL: Most San Franciscans want better transit in their own neighborhoods. Most voters want transit funding spread out to the west, south and marginalized communities---not just to the northeast quadrant nor a 1-mile-long subway. Although T-ridership has increased to Chase Center and Mission Bay, Central Subway stations remain at low ridership numbers---far below the numbers that justified the \$1,6 billion (now \$2 billion) project. Few new riders---most people still ride the #8, 30, 45 buses. Tourists love riding the cable cars and F-Line to Fisherman’s Wharf---better to increase frequency and evening/ weekend hours.

FOR A WORLD-CLASS CITYWIDE MUNI SYSTEM, SFMTA needs to spread the money to neglected western/ southern neighborhoods, marginalized communities, and “transit deserts. And continue integration of regional transit---for a connected Bay Area.

NORTHEAST SF ALREADY HAS THE HIGHEST TRANSIT DENSITY in the city (perhaps in the country) with 46 distinct lines---including buses (10 lines), electric trolleys (2), cable cars (3), historic streetcars, Metro light rail (7)---plus regional BART rail (7), ferries (13), and Marin buses (3). With ongoing Muni structural budget deficits, every dollar must go to support existing lines---while continuing to improve efficiency, reliability, safety, cleanliness, and customer service. The rest of SF needs transit funding more than the northeast quadrant.

PRIORITY BIG INFRASTRUCTURE PROJECTS, in progress and for the long-term, include those with the greatest citywide and regional benefits:

MUNI’S TRAIN CONTROL UPGRADE PROJECT: A once-in-a-generation modernization of the Muni Metro system (underground and on-street) ---enabling more reliable, faster, higher-frequency, higher-capacity Muni Metro service throughout San Francisco.

TJPA’S PORTAL (SF DOWNTOWN CALTRAIN EXTENSION): A regional Tier 1 transportation/ multi-modal hub---connecting 11 regional transit operators. Environmentally cleared and in the engineering phase. The surface 1-million-square-foot Transit Center and underground train box have already been constructed—along with a 5.4-acre rooftop public park. Of the \$8 billion cost, the project is nearly two-thirds funded. TJPA is working towards a Full Funding Grant Agreement (FFGA) with the federal government.

WATERFRONT RESILIAENCE PLAN: The beginnings of waterfront/ shoreline protections from sea level rise, climate change, storm surges and rising coastal ground water---protecting a large swath of San Francisco’s architecture, culture, economy, history, and public transit. Of the estimated \$13 billion total cost, SF bonds and state/ federal grants have seeded studies, engineering, and high-priority safety projects.4

REGIONAL TRANSIT MEASURE 2026 & SF TRANSIT PARCEL TAX: More and more taxes are created by bad transit planning---which decrease ridership and revenue. Structural deficits were created by billions of dollars spent on bad projects---with low benefits and ridership---a doom loop. CENTRAL SUBWAY: Alarming talk about extension (spending billions of dollars more) just before elections

## Draft 2027 TIP Public Comments and Responses

LAND USE & TRANSPORTATION COMMITTEE: Monday, January 26, 2026, 1:30 PM at City Hall Rm. 250

[https://sfbos.org/sites/default/files/lut012626\\_agenda.pdf](https://sfbos.org/sites/default/files/lut012626_agenda.pdf) Item 8 --[Hearing - Central Subway Performance and Extension Plans] Sponsor: Sauter Hearing on the status and performance of the Central Subway, including ridership, station conditions, train frequencies and reliability, and future plans for extension; and requesting the Municipal Transportation Agency to report. GENERAL: Bad optics to talk about Central Subway extension (spending billions of dollars more) ---when voters are about to vote on new taxes. Muni has long-term structural budget deficits, even if voters approve transit funding measures. The Central Subway has already taken \$2 billion from the rest of the Muni system—causing citywide service cuts, eliminated bus lines, shortened routes, deferred maintenance and infrastructure upgrades. The subway has never met new ridership projections, and most riders are merely diverted from the #8, 30 and 45 bus lines. Some Muni bus stops have more daily riders than Central Subway stations. The subway has one of the highest operating costs per rider. Its \$15 million annual operating budget could restore multiple bus lines.<sup>5</sup>

ACCURATE DATA NEEDED: Final costs of the 1.7-mile Central Subway need to be tabulated---accounting for legal settlements, litigation costs, water leak repairs, elevator/ escalator repairs, and costs covered elsewhere. The long-term status of the waterproofing system needs clarification---in conditions of high hydraulic pressures.

CENTRAL SUBWAY EXTENSION RISING COSTS: It makes no sense to extend a subway into waterfront flood zones---sea level rise, storm surges, tsunami waves, rising coastal groundwater, and high construction/ operating/ maintenance costs.

BETTER TRANSIT PROJECTS: In the 15-30 years it takes to build a subway, transit technology will have been transformed. Think 24/7 micro-transit, autonomous mobility, water taxis---with flexibility to circumvent flooding. All funding should prevent Muni service cuts/ layoffs, augment bus/ cable car/ streetcar lines/ digital technology, invest in maintenance and state of good repairs. Restore eliminated bus lines, like the 15-Kearny, 41-Union, 20-Columbus, 3-Jackson, 26 Valencia, 47-Van Ness, E-Line... Restore shortened bus lines: 5-Fulton, 6-Hayes/ Parnassus, 9-San Bruno, 21-Hayes, and 31-Balboa. Cheaper and effective projects include a free northeast shuttle bus loop and extension of the F-Line to the Marina.

NO MORE CONSTRUCTION IMPACTS ON BUSINESSES: Chinatown/ Downtown/ Union Square businesses have yet to recover from years of Central Subway construction. North Beach, Russian Hill, and Fisherman's Wharf can avoid crippling impacts with the next generation of transit/ mobility.<sup>6</sup>

MISSION LOCAL: The Central Subway will cripple Muni for years to come (9-12-22): <https://missionlocal.org/2022/09/central-subway-san-francisco-buttigieg-toonerville-trolley/>

EXAMINER: An S.F. transit tragedy: the Central Subway saves no time [https://www.sfexaminer.com/our\\_sections/forum/a-sf-transit-tragedy-the-central-subway-saves-no-time/article\\_404310fa-9858-11ed-b836-6fa9a4b5a5ac.html](https://www.sfexaminer.com/our_sections/forum/a-sf-transit-tragedy-the-central-subway-saves-no-time/article_404310fa-9858-11ed-b836-6fa9a4b5a5ac.html) If you're not on Google, do you really exist? This is the question facing the Central Subway, San Francisco's newest transit line. In my experience, it is almost impossible to get Google Maps to show the line as a means to travel from point A to point B. Which begs another question: Could the unsparing judgment of algorithms be the undoing of decades of politicking and planning that led to the subway's creation?

## Draft 2027 TIP Public Comments and Responses

\*\*\*\*\* NATIONALLY: PUBLIC TRANSIT IN BUDGET CRISIS For comparison, see below--- Illinois' strategy for bolstering transit funding, by reallocation of existing funds, integration of regional transit, consolidated regional governance and more. Regional integration of Bay Area transit (27 agencies) has big upsides and shared efficiencies—but politically complex.

THE STATE OF ILLINOIS NEWSROOM FACT SHEET: Northern Illinois Transit Authority Act (SB 2111) DECEMBER 16, 2025 The Northern Illinois Transit Authority Act (SB 2111) establishes the Northern Illinois Transit Authority (NITA) to replace the Regional Transportation Authority (RTA) and oversee CTA, Metra, and Pace. NITA will have expanded authority over service planning, capital projects, fare collection, and funding allocation, allowing operating divisions to focus on day-to-day operations. The bill provides \$1.5 billion in annual funding to stabilize transit systems across Illinois, including downstate operations, while improving governance, accountability, safety, and coordination. This was accomplished without creating any new state taxes or increasing any statewide taxes. Separate from \$1.5 billion in transit funding, the bill also bolsters Illinois Tollway capital program, which is designed to fund maintenance, operations, and systems improvements, providing an improved road network across Northern Illinois. Facing a fiscal cliff similar to many U.S. metro areas across the country, Illinois leaders came together to achieve what seemed insurmountable, delivering a comprehensive plan that secures funding, strengthens governing structures, and ensures safe, reliable transit for riders in Illinois.<sup>7</sup>

Funding & Investments SB 2111 directs existing revenue streams to ensure stable operations and invest in capital improvements without creating new statewide taxes. Key sources and allocations include:

- Gas Sales Tax Diversion: o 85% allocated to NITA, 15% to downstate transit o Generates approximately \$860 million annually for operations
  - RTA Regional Sales Tax Increase: o 0.25% increase within the 6-county NITA region o Generates approximately \$478 million annually for NITA operations
  - Road Fund & State Construction Account Fund (SCAF) Interest:
    - o 90% for Northeastern Illinois, 10% for downstate capital
    - o Provides roughly \$200 million annually in the first year, declining as balances are spent down.
- Governance, Operations, and Accountability SB 2111 introduces meaningful reforms to improve regional governance, operations, and accountability across NITA, CTA, Metra, and Pace. The new structure allows operating divisions to focus on service delivery, while NITA oversees broader planning, funding, and performance standards. Key elements include:
- Unified fare system: All fares are collected and managed through a single, integrated system to be implemented by 2030.
  - Service and performance standards: NITA sets standards and allocates funding accordingly to ensure accountability start to be implemented in 2028. Funding allocation uses pre-set statutory standards until 2030.
  - Operating divisions: CTA, Metra, and Pace remain focused on day-to-day service delivery.
  - Capital and development oversight: NITA oversees regional capital projects and transit-oriented development initiatives to be implemented starting in 2027.
  - Board structure: Cross-membership, dual chairs, and minimum experience requirements to ensure expertise and regional accountability to begin once the bill goes into effect. Accountability measures include:
    - Independent performance audits every five years by the Auditor General
    - Chief Internal Auditor within NITA for ongoing compliance audits
    - Executive Director oversight, including authority to review and remove for cause

## Draft 2027 TIP Public Comments and Responses

- Updated farebox recovery ratio, which measures how much of a transit system's operating costs are covered by fare revenue. SB 2111 sets it at 25% from 2026–2028 and 20% starting in 2029, reflecting changes in commuting patterns and ensuring funding expectations are realistic for transit agencies. Safety Initiatives SB 2111 provides funding to implement statewide transit safety measures, ensuring riders can travel confidently across Illinois.
- Law Enforcement Task Force: Led by Cook County Sheriff, coordinated responses across jurisdictions will start after the bill goes into effect.<sup>8</sup>
- Transit Ambassador Program: Unarmed staff who will assist riders in coordination with social services, and alert law enforcement of safety issues will go into effect in 2027.
- Coordinated Response Safety Council: Law enforcement and social services develop long-term safety strategy that will go into effect in 2027.
- Safety Technology: Mobile application allows riders to report safety issues in real time. Tollway Funding & Updates Separately, the Illinois Tollway has not raised rates for over a decade, and any adjustments made by the Illinois Tollway Board are intended to keep pace with rising costs, as well as fund system upgrades and maintenance. Under current law, 100% of toll revenue will continue to be dedicated to Tollway maintenance, operations, and capital improvements, supporting a safer and more reliable road network across Northern Illinois[CA7] . Importantly, this new revenue is separate from the \$1.5 billion previously mentioned, which is dedicated to transit investments including downstate transit.
- The Illinois Tollway is planning rate adjustment for both passenger and commercial vehicles, which are subject to approval by the Tollway Board.
- Current rates remain low: Illinois' per-mile rates are \$0.07 for passenger vehicles and \$0.66 for commercial vehicles, below most peer systems nationwide. Agency Commercial Rate (per Mile) Passenger Rate (per Mile) Illinois State Toll Highway Authority (IL) \$0.66 \$0.07 Transportation Corridor Agencies (CA) \$2.20 \$0.55 Pennsylvania Turnpike Commission (PA) \$0.86 \$0.17 New Jersey Turnpike Authority (NJ) - New Jersey Turnpike \$0.59 \$0.19 Texas Department of Transportation (TX) \$0.87 \$0.23 Downstate & Suburban Impacts NITA is targeted support for communities outside Chicago and the suburbs, ensuring that transit systems across the state are stabilized and improved. Key highlights for downstate and suburban transit include:
  - Downstate Funding: \$150 million to stabilize operations and support capital needs.
  - Local cost-share reduced from 35% to 20%: making it easier for smaller towns or communities with limited or changing tax revenue to maintain and improve transit services.
  - Suburban Transit Improvements: better Metra and Pace coordination and service frequency, a regional Dial-a-Ride program for on-demand transit (especially for seniors and people with disabilities), and a Metra regional rail model providing more frequent suburb-to-suburb service. Structural Improvements The NITA Act includes targeted structural reforms to modernize how transit-related projects are planned, built, and supported across Illinois:
  - Capital Fast Track Program: Creates a streamlined process to accelerate the planning and delivery of major transit capital projects, reducing delays and bringing critical infrastructure improvements online faster.
  - Transit-Oriented Development: Removes mandatory parking minimums within a half-mile of major transit hubs, lowering construction costs, and making it easier to build housing and commercial development near trains and buses—so communities grow around transit.
  - Intercity Rail Investment: Strengthens the state's commitment to intercity rail by allowing downstate capital funds to be used for intercity rail capital projects connecting downstate communities with each other and with Chicago. ###



Draft 2027 TIP Public Comments and Responses

**Response:**

Thank you for your comment regarding the Central Subway project, future transit investment priorities, transit system performance, and regional transit coordination. We appreciate your detailed feedback and perspectives on existing and proposed transit investments in San Francisco.

Because many of the issues raised relate to specific transit projects and transit service planning, MTC shared your comments with San Francisco Municipal Transportation Authority (SFMTA), who provided the following additional response:

*We appreciate the thoughtful comments. The SFMTA continues to explore ways to improve transportation in the northeast due to high transit ridership and feedback received through public outreach. The 2014 T Third Phase 3 Concept Study explored future expansion of the Central Subway beyond Chinatown. In 2018, the Central Subway Extension Alternatives Study explored expansion in further detail and identified community priorities for subway extension through public outreach. The city’s long range transportation planning program ConnectSF affirmed the Central Subway Extension as one of the city’s five priority rail projects in its 2021 Transit Strategy. By this year, the T Third has become the second busiest Muni Metro line in the system.*

*The January 2026 Land Use & Transportation Committee hearing revealed a significant amount of interest to continue studying a possible subway extension. The 2026 Central Subway North Beach Extension Study will do that by focusing on the benefits and tradeoffs of pursuing a one-station extension to North Beach versus a longer, multi-station extension. As noted in the comments, there are important lessons from prior phases of work on the T Third that should be applied to any future work on rail expansion. Lessons learned as well as best practices from peer agencies and international transit systems will be compiled over the course of the Central Subway North Beach Extension Study for application to subsequent phases of work. The study will make no decisions but will present findings for key decision makers to consider. There will be many opportunities for public involvement regarding future rail expansion prioritization when such studies occur.*

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Name               | Organization                            | Source                 | Date      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------------------------|------------------------|-----------|
| 34                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Antoinette Freeman | Sustainability Coordinator, Sonoma City | Email (see attachment) | 8/13/2026 |
| <p><b>Comment:</b></p> <p>Attached are my staff comments on the Metropolitan Transportation Commission’s Draft 2027 Transportation Improvement Program. I am submitting these comments in my capacity as Sustainability Coordinator for the City of Sonoma. My review focuses on projects relevant to Sonoma’s adopted climate and active transportation priorities, including:</p> <ul style="list-style-type: none"><li>• SON270202 — Sonoma Schellville Trail</li><li>• SON230209 — State Route 121/Eighth Street East Intersection Improvements</li><li>• SON270201 — Donald Gap Pedestrian Improvements</li></ul> <p>The attached memorandum outlines how these projects relate to Sonoma's Climate Action Strategies and Active Transportation Plan, with a focus on regional connectivity, project coordination, implementation, funding, and clarity of phasing.</p> <p>As noted in the memorandum, these are staff-level comments prepared within the scope of my assigned duties in sustainability and regional transportation coordination. They have not been reviewed or adopted by the Sonoma City Council, Climate Action Commission, department management, or another City</p> |                    |                                         |                        |           |

## Draft 2027 TIP Public Comments and Responses

advisory body and should not be interpreted as a formal policy position of those bodies.

Please include the attached comments in the public record for the Draft 2027 TIP.

Thank you for the opportunity to review and comment.

**Response:**

Thank you for your comment and for your support of the Sonoma Schellville Trail, State Route 121/Eighth Street East Intersection Improvements, and Donald Gap Pedestrian Improvements. We appreciate your feedback regarding active transportation connections, project coordination, implementation sequencing, and funding and phasing transparency and accuracy. Your comments have been shared with the relevant project sponsors and MTC staff responsible for TIP development and active transportation planning. MTC will continue to work with project sponsors throughout project development and implementation to ensure TIP project listings remain accurate and up to date, including incorporating revisions to project descriptions, funding, phasing, and schedules as appropriate.

| Comment | Name         | Organization | Source | Date      |
|---------|--------------|--------------|--------|-----------|
| 35      | Gregory Hall | Public       | Email  | 8/13/2026 |

**Comment:**

It's important to know that not all families can fit into small apartments/condos on rail lines long term.

The Weiner plan works for starter families. What about families that are at second stage...moved from condo's into starter suburban homes? Please address this.

The real key is to match geo with fluxing demographics.

**Response:**

Thank you for your comment. We appreciate your feedback regarding housing choices, changing household needs over time, and the relationship between transportation investments, housing types, and demographic trends. The TIP is a four-year programming document that identifies transportation projects with committed funding. It does not establish regional housing policy, determine future investment priorities, or establish population forecasts. Because these issues relate to topics addressed through the region's long-range planning process, your comments have been shared with staff responsible for Plan Bay Area and other long-range planning efforts and will be considered in future planning updates.

| Comment | Name     | Organization              | Source                 | Date      |
|---------|----------|---------------------------|------------------------|-----------|
| 36      | Liz Ames | BART Director, District 6 | Email (see attachment) | 8/13/2026 |

**Comment:**

The 2050 Transportation Improvement Projects funding identifies a substantial increase in vehicular infrastructure and in vehicle-miles-travelled. MTC long-range forecast of doubling transit ridership by 2050

[https://mtc.ca.gov/sites/default/files/meetings/attachments/6573/7d\\_26\\_0372\\_3\\_SB63\\_Ridership\\_Forecast\\_Report.pdf?cb=bb731532](https://mtc.ca.gov/sites/default/files/meetings/attachments/6573/7d_26_0372_3_SB63_Ridership_Forecast_Report.pdf?cb=bb731532)

Draft 2027 TIP Public Comments and Responses

The forecast for transit returns to pre-pandemic levels in 30 years! The gloomy forecast does not align with climate goals but aligns with a roadway focused Bay Area TIP 2027 investment plan. Compare transit investments versus roads: Irvington BART station \$290 million Niles Canyon Trail, Phase 1 multi-modal recreation \$48 million Local road, East West Connector: Decoto/Quarry Lakes Parkway \$308 million Express lanes \$480 + million Suggest Draft TIP 2027 modifications include: Revise express, managed lanes to include transit infrastructure such as park and ride facilities, additional express buses and new fare products to increase transit ridership. Building transit infrastructure into express/managed lanes will have a lasting, efficient system when tied to the local road networks using transit signal priorities. Refer to Innovate 680 that reduces VMT on our interstates using bus bus-on-shoulder and more. <https://ccta.ca.gov/projects/innovate-680/> Re-allocate \$1 billion for Link 21 program development for design and construction to build a new Carquinez Strait Bridge, a bottleneck for port shipping, freight and passenger rail. The existing 1930 bridge, located between Martinez and Benicia, supports extensive freight traffic in Northern California and is operating beyond the functional capacity to serve rail in this century. A new bridge will reduce truck freight on local and regional roadways and provide reliable passenger rail service to improve ridership. [https://www.capitolcorridor.org/wp-content/uploads/2024/09/CCJPA-Carquinez-Phase-2-Report\\_compressed.pdf](https://www.capitolcorridor.org/wp-content/uploads/2024/09/CCJPA-Carquinez-Phase-2-Report_compressed.pdf)

Provide a rail study to compare Altamont Corridor Express connection from Livermore to Dublin BART. This may offer significant savings compared to a larger rail network, Valley Link. ACE has proposed a rail spur project to connect with Union City BART and could be duplicated at Dublin BART. Defer East West Connector; Decoto/Quarry Lakes Parkway as a priority and meet with the community unaware Alameda County Transportation Commission made this a priority. Many people prefer a cyclist/pedestrian crossing at I-880/Decoto Road interchange counting on reducing VMT. Interstate and highway investments create more opportunities -induce demand - to widen local roadways to accommodate more vehicles. Let’s make use of our existing roadway network, strategic rail investments and transit investments to double transit ridership -- build for smart growth -- a healthy transit network by 2030. In short, the Bay Area must double transit ridership sooner than 2050. I would appreciate your time looking into this and hearing back from you.

**Response:**  
Thank you for your comment. The Draft 2027 TIP does not establish the region's overall transportation investment strategy. Instead, the TIP reflects projects and funding commitments that have already been advanced through regional and local planning processes including Plan Bay Area 2050+. Your recommendations regarding managed lanes, Link21, ACE service, Valley Link, and the East-West Connector concern future investment priorities and project development decisions that would need to be evaluated through separate planning, funding, and project selection processes before they would be submitted for inclusion in a future TIP.

| Comment                                                                                                                                                                                                                                                                     | Name            | Organization | Source             | Date      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------|--------------------|-----------|
| 37                                                                                                                                                                                                                                                                          | David W. Varnum | Public       | Webform submission | 8/13/2026 |
| <b>Comment:</b><br>Minimize spending on more highways, roads and other car-centered infrastructure. Maximize funds directed to public transit (especially rail), so that transportation alternatives are available to Bay Area residents who are currently forced to drive. |                 |              |                    |           |

## Draft 2027 TIP Public Comments and Responses

**Response:**

Thank you for your comment. The TIP does not determine the region's overall balance of investment among transportation modes. Rather, it programs projects that have committed funding over the next four years (FY 2026-27 through FY 2029-30) and have advanced through applicable planning processes. Your recommendation to prioritize transit and rail over roadway investments has been shared with staff responsible for future regional transportation planning efforts.

| Comment | Name                | Organization | Source             | Date      |
|---------|---------------------|--------------|--------------------|-----------|
| 38      | Bruce De Benedictis | Public       | Webform submission | 8/13/2026 |

**Comment:**

The major flaw of the TIP is that it concentrates transit in small areas. It does not deal with the transit-hostile areas, where it is difficult or impossible to access by transit. Residents and workers in those areas can access the transit-accessible areas, and use the amenities that those areas provide, without necessarily paying for them, while those who are dependent on transit, including those who may have formerly lived in those areas, are forced into the accessible areas, where they may become additional burdens on the already burdened residents. This will include the disabled and low-income citizens, who are in danger of becoming homeless.

The cost of driving is becoming greater and greater, likely out-stripping wages. Vehicles are becoming more and more expensive, both to buy, and to maintain, even if you discount the cost of fuel. On the other hand, by providing projects aimed at making commuting longer and longer distances, leads to more competition for jobs, which in turn lowers wages, not to mention enabling employers to discriminate on the basis of illegal criteria. This is a downward spiral that we face, and the TIP is likely to make this worse.

I would like to add that we cannot judge the costs and benefits of projects and programs because the costs of mass transit includes the cost of providing services that individual transit (driving) does not include, such as accessibility and local police services, and the cost of driving does not include such costs as those of parking, vehicle disposal, and specialized courts, that mass transit do not necessarily benefit from.

Finally, the lack of basic safety provisions for pedestrians is just scandalous. Sidewalks should be universal. After all, when it gets right down to it, vehicles do not pay the taxes for the infrastructure they use, whether individual or mass transit. Pedestrians are the only ones who do.

**Response:**

Thank you for your comment. The TIP does not determine where transit service is provided or establish transit operating plans. Instead, it programs transportation projects with funds committed over the next four years (FY 2026-27 through FY 2029-30). Your comments regarding transit access in areas with limited service, transportation affordability, pedestrian infrastructure, and transportation equity have been shared with staff responsible for long-range transportation and transit planning efforts.

| Comment | Name          | Organization | Source             | Date      |
|---------|---------------|--------------|--------------------|-----------|
| 39      | Steven Dunbar | Public       | Webform submission | 8/13/2026 |

**Comment:**

While I appreciate ValleyLink being a project, I believe the TriValley area is underinvested in terms of transit improvements that could have a high cost benefit. Additionally, the high cost of replacement transit vehicles is underutilized if those vehicles are caught in single-occupancy vehicle traffic which

## Draft 2027 TIP Public Comments and Responses

lowers ridership. Specifically, the CCTA 680 corridor project should be extended south to Fremont to provide additional ACE corridor non-peak and weekend service, and Transit Signal Priority investments should be extended to additional CCCTA and WheelsBus routes in order to maximize usability of new vehicle investments. In general, I think the investments over-prioritize expansion when the major barrier to transit is often travel time. Expanding express routes or major rail corridors is a very expensive way to fix that problem, whereas speeding up existing express bus service via shoulder lanes (and not letting HOT lanes get below 45 mph as they regularly are) would provide an interim service as the large projects are developed. Finally, the visualizer tools are very poor. Why can I not select charts within the dashboard and see the actual projects associated with those categories?

### Response:

Thank you for your comment. We appreciate your feedback regarding transit investments in the Tri-Valley, improvements to bus travel times and reliability, transit priority treatments, managed lane operations, and the importance of maximizing the benefits of transit vehicle investments through supporting infrastructure and service improvements.

We also appreciate your comments regarding the TIP visualization and public information tools. MTC continues to explore opportunities to improve how project and funding information is presented and accessed by the public, including through online dashboards and visualization tools.

Because your comments relate to regional transit investment priorities, transit operations, and long-range transportation planning, they have been shared with staff responsible for regional planning efforts.

| Comment | Name         | Organization | Source             | Date      |
|---------|--------------|--------------|--------------------|-----------|
| 40      | Issa Ibrahim | Caltrans, D4 | Webform submission | 8/13/2026 |

### Comment:

[2027 Transportation Improvement Program]: Under The Draft 2027 TIP, Project Mode, bullet point 3, is MTC's TIP considering First- and Last-mile improvements, especially pedestrian and bicycle facilities at or near the transit stops? If so, that could also be included.

<https://tip.mtcanalytics.org/?embedId=b5f6cae4-9dd9-4172-926e-72bbe0120f26>

[2027 Transportation Improvement Program]: Under The Draft 2027 TIP, consider making revisions to the error "during one (more more) of the four fiscal years of the TIP." Also, consider revising the errors and typos in the "Project Funding Source" bullet point.

<https://tip.mtcanalytics.org/?embedId=b5f6cae4-9dd9-4172-926e-72bbe0120f26>

### Response:

Thank you for your comments regarding the Draft 2027 TIP online visualization tools and bringing the typographical and formatting errors in the dashboard text to our attention. Staff have reviewed the issues identified and will correct those errors in future updates to the TIP visualization tools and supporting materials.

## Draft 2027 TIP Public Comments and Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Name     | Organization | Source | Date                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------|--------|-----------------------------------------------------------|
| 41                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | A Nonnie | Public       | Email  | 8/14/2026 - Comment submitted after public comment period |
| <p><b>Comment:</b></p> <p>As a long-time Marin County resident paying a lot of city, county, state, and federal taxes to fund MTC &amp; TAM projects, I am very disheartened to see a lot of projects and proposed tax dollars to be spent on bicycle-related projects. As an auto driver, motorcyclist, bicyclist, and pedestrian, projects funded by taxpayers need to be focused on those that provide the most benefit to the most people. Millions and millions are being spent benefitting just a few cyclists which is wrong.</p> <p>A cost-benefit analysis should be prepared for all prospective projects. Least-benefit projects should be immediately eliminated. The benefit for commerce needs to seriously be taken into consideration. If businesses lose money while shipments are held up because of traffic delivery issues, it impacts our economy and thus the tax base and revenues which government relies on. Also, employees sitting for hours in traffic impacts business productivity. In contrast, a bicyclist who has to peddle an extra 10 minutes on their leisurely ride isn't going to impact anyone but themselves.</p> <p>Emphasis on "equity" in selecting projects needs to be reduced.</p> <p>Focus should be on road maintenance! The condition of many Bay Area roads is disastrous, especially city streets. If roads are paved on a routine basis, safety not only improves for car and truck drivers and motorcyclists, but also for bicyclists because people aren't dodging potholes and cracks. Also, PLEASE stop implementing projects that reduce lanes and eliminate dedicated turn lanes. This negatively impacts the flow of traffic. In the town I live, two roundabouts are being proposed and two-lanes each way nearby will be reduced to one... on a major evacuation route! I have lived in the area for over 6 decades and have never seen such a ridiculous project being proposed which will result in very long backups during peak commute times! This is a *major* waste of taxpayer money!!! ... all in the name of "safety" which will actually be reduced, not improved!</p> <p>I realize some young people may envision a world where everyone rides bicycles, like in Europe, but... THIS ISN'T EUROPE. Also, demographics must be considered. For instance, in Marin, there is a high percentage of people over 50. People have mobility issues and can't just hop on a bike, go to the store, and haul groceries several miles. Plus, there is a lot of bicycle theft. Many younger and middle age people are lazy or have competing demands on their time and want to get from A to B quickly. They're not going to ride a bicycle!</p> <p>"Traffic-calming" projects actually have the opposite effect and, instead, aggravate drivers. When I commuted by bicycle to and from SF, I was more concerned about frustrated drivers dealing with long traffic delays.</p> |          |              |        |                                                           |

## Draft 2027 TIP Public Comments and Responses

MTC and other transportation projects need to focus on moving cars more efficiently and effectively. As for public transportation, please spend money on building bus shelters that protect people from the winter rains, wind, fog, and heat and provide adequate seating as transit wait times are ever-increasing. Thank you.

**Response:**

Thank you for your comment. We appreciate your feedback regarding transportation investment priorities, including bicycle and pedestrian investments, roadway maintenance, traffic operations, and the balance of funding among transportation modes. We also appreciate your comments regarding transit passenger amenities, including bus shelters and waiting facilities. The TIP is a four-year programming document that identifies transportation projects with committed funding over the next four years (FY 2026-27 through FY 2029-30). The TIP does not establish regional policies or future investment priorities. Because these issues relate more closely to topics addressed through the region's long-range planning process, your comments have been shared with staff responsible for regional planning efforts.

| Comment | Name         | Organization | Source | Date                                                      |
|---------|--------------|--------------|--------|-----------------------------------------------------------|
| 42      | Gregory Hall | Public       | Email  | 8/14/2026 - Comment submitted after public comment period |

**Comment:**

The real key is to match geo with fluxing demographics.

**Response:**

Thank you for your comment. We appreciate your feedback regarding the importance of aligning transportation investments and planning decisions with changing demographic trends and geographic patterns of growth and development. The TIP is a four-year programming document that identifies transportation projects with committed funding. It does not establish regional land use or housing policy or determine future investment priorities. Because these issues relate to topics addressed through the region's long-range planning process your comments have been shared with staff responsible for regional planning efforts.

| Comment | Name             | Organization | Source | Date                                                      |
|---------|------------------|--------------|--------|-----------------------------------------------------------|
| 43      | Christopher Lang | Public       | Email  | 8/25/2026 - Comment submitted after public comment period |

Draft 2027 TIP Public Comments and Responses

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Comment:</b></p> <p>Subject: Relocating the San Rafael Transit Center</p> <p>This looks like the worst kind of bureaucratic empire building. Has anyone done a cost benefit analysis, or something like that?</p> <p>All I know is, I see a lot of my tax dollars spent on empty buses at commute time. It’s like the scandal about the Emperor’s new clothes.</p> <p>Ideally all the Golden Gate transit buses should only go to San Rafael and the Smart Train should carry all those people the rest of the way, as it is based on sales tax and not our property taxes.</p>                                                         |
| <p><b>Response:</b></p> <p>Thank you for your comment regarding the Downtown San Rafael Transit Center Replacement Project and regional transit service planning. We appreciate your feedback regarding the project's costs and benefits, the role of transit ridership in investment decisions, and the coordination of bus and rail services in Marin County. The TIP is a four-year programming document that identifies transportation projects with committed funding. Because these issues relate to a specific project and transit service planning, MTC shared your comments with the project sponsor, GGBHTD, for consideration.</p> |

| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Name         | Organization | Source | Date                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------|-----------------------------------------------------------|
| 44                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Mike Pechner | Public       | Email  | 8/18/2026 - Comment submitted after public comment period |
| <p><b>Comment:</b></p> <p>I read the section on Projects and I did not see any projects that involved the “Last mile.” I saw plenty of money for highways projects but none about LOGISTIC PARKS or Transload facilities. All California short line railroads could use this type of facility to take heavy trucks off the highways and reduce Green House Gases. Trains are far more efficient than trucks. A diesel locomotive can move one ton of freight on a gallon of fuel 490 miles. Throughout the US, trucks contribute to 28% of the Nations GHG, while railroads only contribute 2% Nationwide. Additionally, a lumber freight car can carry four times the amount of lumber that a truck. Mendocino Railways, Northwestern Pacific Sierra Railroad, Central California Traction, Santa Maria Valley Railroad, Big Trees and Pacific, the Watsonville Short line and other regional railroads could greatly boost their efficiency by having these facilities. Many of these shorelines have lost their freight spurs while some lumber companies are isolated from nearby shorelines. Trainload facilities or logistic park can play a large role in providing the “Last Mile.” Delivery, saving fuel, and reducing GHG and pollution. Both there NWP and the Skunk Line, Mendocino Railways would benefit from such facilities and at the same time taking truck traffic off of US 101 and State Route 40. At the same time allow Counties to comply with SB 350 by trading truck traffic for rail traffic.</p> |              |              |        |                                                           |
| <p><b>Response:</b></p> <p>Thank you for your comment. The Draft 2027 TIP can only include freight projects that have identified sponsors, defined scopes, and committed funding over the next four years (FY 2026-27 through FY 2029-30). The absence of a freight rail or transload project from the TIP does not indicate opposition to those concepts. We appreciate your comments regarding rail freight, logistics facilities, and goods movement strategies and have shared them with staff involved in regional freight planning and future project development efforts.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |              |              |        |                                                           |





Metropolitan Transportation Commission  
Attn: Public Information Office — 2027 TIP  
375 Beale Street, Suite 800  
San Francisco, CA 94105

August 11, 2026

**Re: Bay Trail in the Transportation Improvement Program Update**

Dear Metropolitan Transportation Commission,

Thank you for the opportunity to comment on the Transportation Improvement Program (TIP) update. Save The Bay is supportive of the guiding principles expressed in the plan, especially creating healthy and safe streets for all users including those who walk, bike, or use wheelchairs. We believe that improving and completing the San Francisco Bay Trail is a regionally significant endeavor that will contribute to safe streets for all throughout the Bay Area, especially in shoreline communities.

Our mission is to restore and protect the San Francisco Bay for people and wildlife, and a key aspect of this mission is facilitating access to the Bay shoreline for all people. Save The Bay has recently taken on a role in advocating to improve and complete the Bay Trail, a planned 500-mile pathway running through all nine Bay Area counties and 47 cities. Approximately 350 miles of the Bay Trail are completed and in use today.

There are still 150 miles of incomplete Bay Trail segments, or Bay Trail gaps. Many of the gaps represent significant barriers in connectivity to jobs, homes, commercial hubs, and shoreline open space for active transportation users. Completing the Bay Trail is a goal expressed in multiple regional plans including Plan Bay Area 2050+ (implementation action 52 commits to helping advance the Bay Trail and promoting trails in developed areas). Completing the Bay Trail will require investment from federal, state, regional, and local funding sources in the coming years.

In the final Transportation Improvement Program, we hope to see the Bay Trail more explicitly addressed as a regional priority.

We are encouraged by the inclusion of some Bay Trail projects in the current draft TIP project list, including but not limited to: West Oakland Link, SF Bay Trail Gap Closure at Martinez Intermodal Station, Point Molate Bay Trail, SMART Rail and Pathway, East Sir Francis Drake Bikeway Gap Closure, Vallejo Bluff Trail, Bridgeway Bike Lanes from Princess to Richardson, San Pablo Ave Complete Streets/Bay Trail Gap Closure, and Marshland Road Bay Trail Segment Gap Closure.

There are additional incomplete Bay Trail segments not included in the draft TIP project list that have regional significance and should be included. These include:

1. **Doolittle Drive Bay Trail Gap:** This project in Oakland along the San Leandro Bay would close Bay Trail gap 4057. It will create 15 miles of continuous trail and provide a complete active transportation shoreline route between San Leandro and Alameda and complete a route around San Leandro Bay and the Oakland International Airport.
2. **San Francisco Airport Bay Trail Gap:** This project would close Bay Trail gap 2028. It runs between San Bruno and Millbrae along the inland side of the SFO Airport. It is a priority in SMCTA's 101 Corridor Connect program and is a critical component of the Active 101 North/South Mobility Network. Closing the SFO Bay Trail gap will provide important connections to Lions Field, Bayside Manor and Bayfront Parks, as well as to an existing and planned network of local and regional trails, newly connecting thousands of residents to the Millbrae Caltrain station, shopping, schools, the airport and the San Francisco Bay.
3. **Alviso Bay Trail Gap:** This project in San Jose would close Bay Trail gaps 3035 and 3046. It will provide a safer route for active transportation and recreational users to cross the Alviso Slough, avoid illegally crossing the rail corridor, access businesses in the neighborhood and connect to Santa Clara County's Alviso Marina Park and Sunnyvale Baylands County Parks. Closure of these gaps will connect approximately 40 miles of existing trail to the northeast, and 13 miles to the northwest.
4. **Richmond to Pinole Bay Trail Gap:** This project in Contra Costa County would close Bay Trail gap 5060. It would connect two Bay Trail segments that are used by thousands every week and allow unbroken Bay Trail access between Hercules, Richmond, Oakland, Berkeley and Yerba Buena Island, and weekend access to Marin County over the Richmond-San Rafael Bridge. It would also provide active transportation access to jobs at the Pinole Point Business Center and connections to other trails that provide access to BART station.
5. **Gate 6 to Harbor Drive Bay Trail Gap:** This project in Sausalito would close part of Bay Trail gap 9103. It is the northernmost segment of [a larger effort](#) to build a bicycle and pedestrian connection between the Sausalito Ferry Landing and the Gate 6 Road and Bridgeway intersection. It is also located on Sausalito's High Injury Network in the Marin County Local Road Safety Plan. It would provide a direct continuation of the existing Greenway and Bay Trail segment between Mill Valley and Sausalito, and it would make the Safe Routes to School Task Force's designated route between Marin City and MLK Academy safer.
6. **Point San Pedro Road Corridor Bay Trail Gap:** This project in San Rafael and Marin County would conduct a study to close Bay Trail gap 9038. It would connect downtown San Rafael to McNears Beach. The downtown San Rafael end of the trail would connect to a series of other planned and existing bicycle and pedestrian paths including the North/South Greenway, the San Rafael Commercial Connector, and San Rafael Bridge Connector.
7. **Bayview to Candlestick Point Bay Trail Gap:** This project in San Francisco would close Bay Trail gap 1050. It would connect priority equity communities in Bayview Hunter's Point to open space and recreational opportunities at Candlestick Point.



These are some high priority, regionally significant Bay Trail gaps that we strongly recommend be included in the final Transportation Improvement Program. However, it is not an exhaustive list, and we recommend that other qualifying Bay Trail projects also be considered for inclusion in the Transportation Improvement Program.

We hope to see the Bay Trail – a region-wide system of trails designed to connect people to the shoreline, outdoor spaces, jobs, homes, and commercial centers – further reflected in the final Transportation Improvement Plan. Thank you for considering our comments.

Sincerely,

Erin Pang  
Policy Manager  
Save The Bay

# COMMENTS: DRAFT 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

By Howard Wong, AIA Date: August 12, 2026



## CENTRAL SUBWAY BOONDOGGLE

Learn not to repeat past boondoggles that decrease systemwide transit modal share. Cutting Muni lines & service & ridership throughout the city. Exacerbating budget deficits. Do independent audits for accurate data.

**SIMPLY EXPAINED:** If a business spends billions of dollars on a product that results in few new customers---or worse, less customers---than that debilitating failure is not repeated. Despite spending billions of dollars, the Central Subway has taken money from the rest of the Muni system, cut bus lines, frequency, evening/ weekend hours, and deferred needed capital investments---while causing decreased ridership and transit modal share across the system---even before the pandemic.

**CIVIL GRAND JURY REPORT: TOO MUCH MONEY FOR TOO LITTLE BENEFIT**  
[https://civilgrandjury.archive.sf.gov/2010\\_2011/Central\\_SubwayToo\\_Much\\_Money\\_f\\_or\\_Too\\_Little\\_Benefit.pdf](https://civilgrandjury.archive.sf.gov/2010_2011/Central_SubwayToo_Much_Money_f_or_Too_Little_Benefit.pdf)

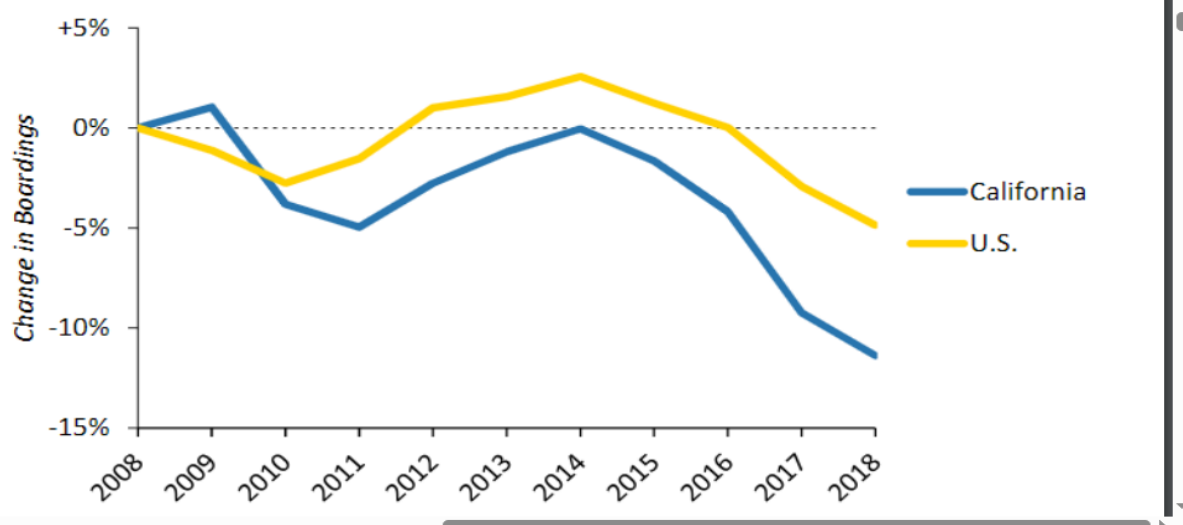
**STREETSBLOG: SF Civil Grand Jury Rips Central Subway, Calls for a Redesign:**  
<https://sf.streetsblog.org/2011/07/07/sf-civil-grand-jury-rips-central-subway-calls-for-a-redesign>  
**EXAMINER: Muni's Central Subway unnecessary, says civil grand jury:**  
[https://www.sfexaminer.com/news/muni-s-central-subway-unnecessary-says-civil-grand-jury/article\\_2e4eb36b-a332-5164-aaff-84ad93a225ca.html](https://www.sfexaminer.com/news/muni-s-central-subway-unnecessary-says-civil-grand-jury/article_2e4eb36b-a332-5164-aaff-84ad93a225ca.html)

## TRANSIT AGENCIES: PUBLIC TRUST IS CRITICAL

Despite expenditures of billions and billions of dollars on transit operations and capital projects, transit ridership has decreased---even before the pandemic. Marked by a failure to rival global best practices, transit agencies and politicians must focus on transformative increases in transit modal share.

**Transit ridership has been falling since even before the pandemic.**

Figure ES-1. Change in Transit Boardings in California and the U.S.



## SF CENTRAL SUBWAY: A NEGATIVE CASE STUDY

A short 1.7-mile route, \$2 billion cost (\$1.2 billion/ mile), \$400 million cost overrun, \$15 million/ year operating costs, \$7 million in water leak repairs, \$\$\$ construction impacts on businesses for a decade. **END RESULT:** Very low ridership. The Central Subway's three stations (Yerba Buena/ Moscone, Union Square, Chinatown-Rose Pak) have fewer daily riders than a busy Muni bus stop. As millions/ billions of dollars are drained from the citywide Muni system, bus lines/ service hours are cut. No wonder SF transit modal share decreased.

**PLANETIZEN: Zurich, the World's Best Transit City**

<https://www.planetizen.com/node/53044>

**ZURICH: Mineta Transportation Institute: Implementation of Zurich's Transit Priority**

**Program** <http://www.andynash.com/nash-publications/Nash2001-Zurich-PT-MTI-01-13.pdf>

"Consequently, the entire transit network could be improved rather than just building a single line.

This was the choice that Zurich faced in a 1973 election that asked voters to spend 1.2 billion Swiss Francs (SFr) for construction of a new underground transit system. Voters rejected that



measure and voted instead to provide 200 million SFr over 10 years to implement transit priority measures to make the existing surface transit system more effective.”



## CENTRAL SUBWAY EXTENSION: LOW (BAD) PRIORITY

**GENERAL:** Most San Franciscans want better transit in their own neighborhoods. Most voters want transit funding spread out to the west, south and marginalized communities---not just to the northeast quadrant nor a 1-mile-long subway. Although T-ridership has increased to Chase Center and Mission Bay, Central Subway stations remain at low ridership numbers---far below the numbers that justified the \$1,6 billion (now \$2 billion) project. Few new riders---most people still ride the #8, 30, 45 buses. Tourists love riding the cable cars and F-Line to Fisherman's Wharf---better to increase frequency and evening/ weekend hours.

**FOR A WORLD-CLASS CITYWIDE MUNI SYSTEM,** SFMTA needs to spread the money to neglected western/ southern neighborhoods, marginalized communities, and “transit deserts. And continue integration of regional transit---for a connected Bay Area.



**NORTHEAST SF ALREADY HAS THE HIGHEST TRANSIT DENSITY** in the city (perhaps in the country) with 46 distinct lines---including buses (10 lines), electric trolleys (2), cable cars (3), historic streetcars, Metro light rail (7)---plus regional BART rail (7), ferries (13), and Marin buses (3). With ongoing Muni structural budget deficits, every dollar must go to support existing lines---while continuing to improve efficiency, reliability, safety, cleanliness, and customer service. The rest of SF needs transit funding more than the northeast quadrant.

**PRIORITY BIG INFRASTRUCTURE PROJECTS,** in progress and for the long-term, include those with the greatest citywide and regional benefits:

**MUNI'S TRAIN CONTROL UPGRADE PROJECT:** A once-in-a-generation modernization of the Muni Metro system (underground and on-street) ---enabling more reliable, faster, higher-frequency, higher-capacity Muni Metro service throughout San Francisco.

**TJPA'S PORTAL (SF DOWNTOWN CALTRAIN EXTENSION):** A regional Tier 1 transportation/ multi-modal hub---connecting 11 regional transit operators. Environmentally cleared and in the engineering phase. The surface 1-million-square-foot Transit Center and underground train box have already been constructed---along with a 5.4-acre rooftop public park. Of the \$8 billion cost, the project is nearly two-thirds funded. TJPA is working towards a Full Funding Grant Agreement (FFGA) with the federal government.

**WATERFRONT RESILIENCE PLAN:** The beginnings of waterfront/ shoreline protections from sea level rise, climate change, storm surges and rising coastal ground water---protecting a large swath of San Francisco's architecture, culture, economy, history, and public transit. Of the estimated \$13 billion total cost, SF bonds and state/ federal grants have seeded studies, engineering, and high-priority safety projects.



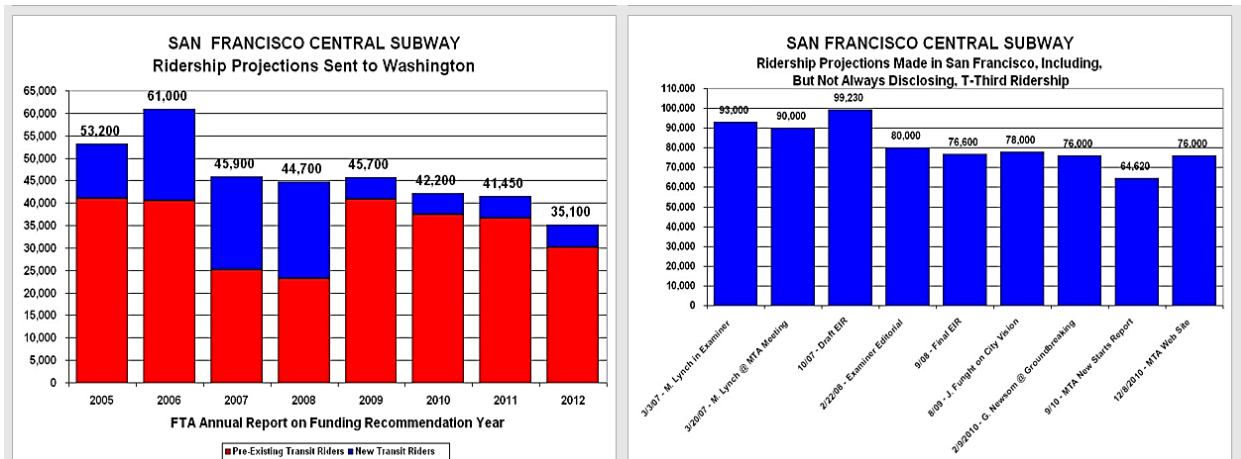
## REGIONAL TRANSIT MEASURE 2026 & SF TRANSIT PARCEL TAX:

More and more taxes are created by bad transit planning---which decrease ridership and revenue. Structural deficits were created by billions of dollars spent on bad projects---with low benefits and ridership---a doom loop.

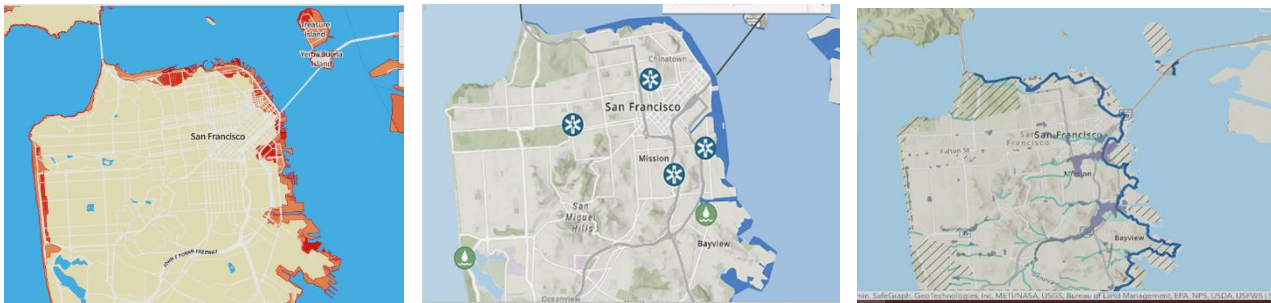
## CENTRAL SUBWAY: Alarming talk about extension (spending billions of dollars more) just before elections

LAND USE & TRANSPORTATION COMMITTEE: Monday, January 26, 2026, 1:30 PM at City Hall Rm. 250 [https://sfbos.org/sites/default/files/lut012626\\_agenda.pdf](https://sfbos.org/sites/default/files/lut012626_agenda.pdf) Item 8 -- [Hearing - Central Subway Performance and Extension Plans] Sponsor: Sauter Hearing on the status and performance of the Central Subway, including ridership, station conditions, train frequencies and reliability, and future plans for extension; and requesting the Municipal Transportation Agency to report.

**GENERAL:** Bad optics to talk about Central Subway extension (spending billions of dollars more) ---when voters are about to vote on new taxes. Muni has long-term structural budget deficits, even if voters approve transit funding measures. The Central Subway has already taken \$2 billion from the rest of the Muni system—causing citywide service cuts, eliminated bus lines, shortened routes, deferred maintenance and infrastructure upgrades. The subway has never met new ridership projections, and most riders are merely diverted from the #8, 30 and 45 bus lines. Some Muni bus stops have more daily riders than Central Subway stations. The subway has one of the highest operating costs per rider. Its \$15 million annual operating budget could restore multiple bus lines.



**ACCURATE DATA NEEDED:** Final costs of the 1.7-mile Central Subway need to be tabulated---accounting for legal settlements, litigation costs, water leak repairs, elevator/ escalator repairs, and costs covered elsewhere. The long-term status of the waterproofing system needs clarification---in conditions of high hydraulic pressures.



**CENTRAL SUBWAY EXTENSION RISING COSTS:** It makes no sense to extend a subway into waterfront flood zones---sea level rise, storm surges, tsunami waves, rising coastal groundwater, and high construction/ operating/ maintenance costs.

**BETTER TRANSIT PROJECTS:** In the 15-30 years it takes to build a subway, transit technology will have been transformed. Think 24/7 micro-transit, autonomous mobility, water taxis---with flexibility to circumvent flooding. All funding should prevent Muni service cuts/ layoffs, augment bus/ cable car/ streetcar lines/ digital technology, invest in maintenance and state of good repairs. Restore eliminated bus lines, like the 15-Kearny, 41-Union, 20-Columbus, 3-Jackson, 26 Valencia, 47-Van Ness, E-Line... Restore shortened bus lines: 5-Fulton, 6-Hayes/ Parnassus, 9-San Bruno, 21-Hayes, and 31-Balboa. Cheaper and effective projects include a free northeast shuttle bus loop and extension of the F-Line to the Marina.



**NO MORE CONSTRUCTION IMPACTS ON BUSINESSES:** Chinatown/ Downtown/ Union Square businesses have yet to recover from years of Central Subway construction. North Beach, Russian Hill, and Fisherman's Wharf can avoid crippling impacts with the next generation of transit/ mobility.



**MISSION LOCAL:** The Central Subway will cripple Muni for years to come (9-12-22): <https://missionlocal.org/2022/09/central-subway-san-francisco-buttigieg-toonerville-trolley/>

**EXAMINER:** An S.F. transit tragedy: the Central Subway saves no time [https://www.sfexaminer.com/our\\_sections/forum/a-sf-transit-tragedy-the-central-subway-saves-no-time/article\\_404310fa-9858-11ed-b836-6fa9a4b5a5ac.html](https://www.sfexaminer.com/our_sections/forum/a-sf-transit-tragedy-the-central-subway-saves-no-time/article_404310fa-9858-11ed-b836-6fa9a4b5a5ac.html)

If you're not on Google, do you really exist? This is the question facing the Central Subway, San Francisco's newest transit line. In my experience, it is almost impossible to get Google Maps to show the line as a means to travel from point A to point B. Which begs another question: Could the unsparing judgment of algorithms be the undoing of decades of politicking and planning that led to the subway's creation?

\* \* \* \* \*

## **NATIONALLY: PUBLIC TRANSIT IN BUDGET CRISIS**

For comparison, see below--- Illinois' strategy for bolstering transit funding, by reallocation of existing funds, integration of regional transit, consolidated regional governance and more. Regional integration of Bay Area transit (27 agencies) has big upsides and shared efficiencies—but politically complex.

## **THE STATE OF ILLINOIS NEWSROOM**

# **FACT SHEET: Northern Illinois Transit Authority Act (SB 2111)**

DECEMBER 16, 2025

The Northern Illinois Transit Authority Act (SB 2111) establishes the Northern Illinois Transit Authority (NITA) to replace the Regional Transportation Authority (RTA) and oversee CTA, Metra, and Pace. NITA will have expanded authority over service planning, capital projects, fare collection, and funding allocation, allowing operating divisions to focus on day-to-day operations.

The bill provides \$1.5 billion in annual funding to stabilize transit systems across Illinois, including downstate operations, while improving governance, accountability, safety, and coordination. This was accomplished without creating any new state taxes or increasing any statewide taxes. Separate from \$1.5 billion in transit funding, the bill also bolsters Illinois Tollway capital program, which is designed to fund maintenance, operations, and systems improvements, providing an improved road network across Northern Illinois.

Facing a fiscal cliff similar to many U.S. metro areas across the country, Illinois leaders came together to achieve what seemed insurmountable, delivering a comprehensive plan that secures funding, strengthens governing structures, and ensures safe, reliable transit for riders in Illinois.

### Funding & Investments

SB 2111 directs existing revenue streams to ensure stable operations and invest in capital improvements without creating new statewide taxes. Key sources and allocations include:

- **Gas Sales Tax Diversion:**
  - 85% allocated to NITA, 15% to downstate transit
  - Generates approximately \$860 million annually for operations
- **RTA Regional Sales Tax Increase:**
  - 0.25% increase within the 6-county NITA region
  - Generates approximately \$478 million annually for NITA operations
- **Road Fund & State Construction Account Fund (SCAF) Interest:**
  - 90% for Northeastern Illinois, 10% for downstate capital
  - Provides roughly \$200 million annually in the first year, declining as balances are spent down.

### Governance, Operations, and Accountability

SB 2111 introduces meaningful reforms to improve regional governance, operations, and accountability across NITA, CTA, Metra, and Pace. The new structure allows operating divisions to focus on service delivery, while NITA oversees broader planning, funding, and performance standards. Key elements include:

- **Unified fare system:** All fares are collected and managed through a single, integrated system to be implemented by 2030.
- **Service and performance standards:** NITA sets standards and allocates funding accordingly to ensure accountability start to be implemented in 2028. Funding allocation uses pre-set statutory standards until 2030.
- **Operating divisions:** CTA, Metra, and Pace remain focused on day-to-day service delivery.
- **Capital and development oversight:** NITA oversees regional capital projects and transit-oriented development initiatives to be implemented starting in 2027.
- **Board structure:** Cross-membership, dual chairs, and minimum experience requirements to ensure expertise and regional accountability to begin once the bill goes into effect.

**Accountability measures include:**

- Independent performance audits every five years by the Auditor General
- Chief Internal Auditor within NITA for ongoing compliance audits
- Executive Director oversight, including authority to review and remove for cause
- Updated farebox recovery ratio, which measures how much of a transit system's operating costs are covered by fare revenue. SB 2111 sets it at 25% from 2026–2028 and 20% starting in 2029, reflecting changes in commuting patterns and ensuring funding expectations are realistic for transit agencies.

### Safety Initiatives

SB 2111 provides funding to implement statewide transit safety measures, ensuring riders can travel confidently across Illinois.

- **Law Enforcement Task Force:** Led by Cook County Sheriff, coordinated responses across jurisdictions will start after the bill goes into effect.

- **Transit Ambassador Program:** Unarmed staff who will assist riders in coordination with social services, and alert law enforcement of safety issues will go into effect in 2027.
- **Coordinated Response Safety Council:** Law enforcement and social services develop long-term safety strategy that will go into effect in 2027.
- **Safety Technology:** Mobile application allows riders to report safety issues in real time.

### Tollway Funding & Updates

Separately, the Illinois Tollway has not raised rates for over a decade, and any adjustments made by the Illinois Tollway Board are intended to keep pace with rising costs, as well as fund system upgrades and maintenance. Under current law, 100% of toll revenue will continue to be dedicated to Tollway maintenance, operations, and capital improvements, supporting a safer and more reliable road network across Northern Illinois[CA7] . Importantly, this new revenue is separate from the \$1.5 billion previously mentioned, which is dedicated to transit investments including downstate transit.

- The Illinois Tollway is planning rate adjustment for both passenger and commercial vehicles, which are subject to approval by the Tollway Board.
- **Current rates remain low:** Illinois' per-mile rates are \$0.07 for passenger vehicles and \$0.66 for commercial vehicles, below most peer systems nationwide.

| <u>Agency</u>                                            | <u>Commercial Rate (per Mile)</u> | <u>Passenger Rate (per Mile)</u> |
|----------------------------------------------------------|-----------------------------------|----------------------------------|
| Illinois State Toll Highway Authority (IL)               | \$0.66                            | \$0.07                           |
| Transportation Corridor Agencies (CA)                    | \$2.20                            | \$0.55                           |
| Pennsylvania Turnpike Commission (PA)                    | \$0.86                            | \$0.17                           |
| New Jersey Turnpike Authority (NJ) - New Jersey Turnpike | \$0.59                            | \$0.19                           |
| Texas Department of Transportation (TX)                  | \$0.87                            | \$0.23                           |

### Downstate & Suburban Impacts

NITA is targeted support for communities outside Chicago and the suburbs, ensuring that transit systems across the state are stabilized and improved. Key highlights for downstate and suburban transit include:

- **Downstate Funding:** \$150 million to stabilize operations and support capital needs.
- **Local cost-share reduced from 35% to 20%:** making it easier for smaller towns or communities with limited or changing tax revenue to maintain and improve transit services.
- **Suburban Transit Improvements:** better Metra and Pace coordination and service frequency, a regional Dial-a-Ride program for on-demand transit (especially for seniors)

and people with disabilities), and a Metra regional rail model providing more frequent suburb-to-suburb service.

### Structural Improvements

The NITA Act includes targeted structural reforms to modernize how transit-related projects are planned, built, and supported across Illinois:

- **Capital Fast Track Program:** Creates a streamlined process to accelerate the planning and delivery of major transit capital projects, reducing delays and bringing critical infrastructure improvements online faster.
- **Transit-Oriented Development:** Removes mandatory parking minimums within a half-mile of major transit hubs, lowering construction costs, and making it easier to build housing and commercial development near trains and buses—so communities grow around transit.
- **Intercity Rail Investment:** Strengthens the state's commitment to intercity rail by allowing downstate capital funds to be used for intercity rail capital projects connecting downstate communities with each other and with Chicago.

###

### Howard Wong, AIA







Set high benefits-to-cost  
criteria to stop funding  
bad transit projects.

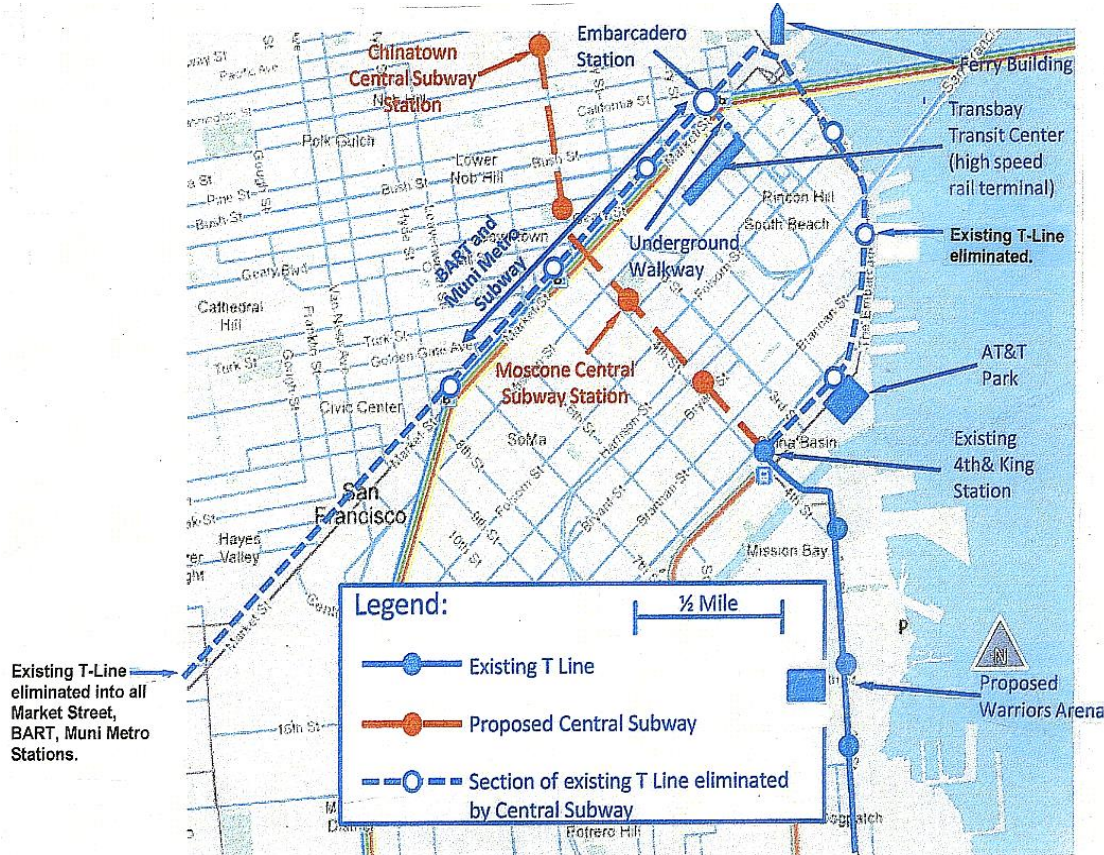
# CASE STUDY: CENTRAL SUBWAY BOONDOGGLE



No more money  
for the Central Subway  
Boondoggle!

Draining local/ state/ federal funds from the rest of the Muni transit system, the Central Subway has cut Muni maintenance and service throughout San Francisco. The \$1.6 billion cost gets only a 1.3 mile route with small new ridership (\$1.2 billion per mile). The Central Subway will take \$15 million in operating costs/ year and cut up to 76,400 bus hours/ year from the 8X, 30 and 45 bus lines. The highest transportation priorities should be the Downtown Caltrain Extension, E-Line, citywide Transit Preferential Streets, restoring neighborhood/ night services and Free Shuttle Bus Loops---quicker and cheaper for the short 1.5 miles from Downtown to the Wharf.

## DISPELLING MYTHS: TO PRIORITIZE MONEY FOR CITYWIDE & REGIONAL TRANSIT



## FEWER TRAINS IN MARKET STREET

### Fewer Buses in Neighborhoods

## Central Subway Cuts Citywide Connections and Service

San Francisco's Central Subway takes money from the rest of the Muni system, cutting maintenance and service in neighborhoods. By eliminating the existing T-Line's leg into Market Street/ BART/ Muni Metro/ Transbay Center/ High Speed Rail, hundreds of thousands of riders will lose easy connections---to the future Warriors Arena, Pier 70 Project and southern neighborhoods. To access the future Central Subway, all BART/ Muni Metro riders must go to the Powell Street Station and walk 1,000 feet northward to the Union Square Station---a logjam. Fewer trains will be in Market Street. Moreover, the Central Subway's shored platforms forever limit capacity to two-car trains.

Modernizing the entire Muni system is a better than draining funds to a short subway.

A Free Shuttle Bus Loop would be quicker, cheaper and bigger in new ridership.

Improving 15 northeastern bus/ cable car/ streetcar lines would help more people than a short subway extension to the Wharf---that cuts maintenance and service elsewhere.

## ACTION ITEM

Congress, local government and transportation agencies must set high benefits-to-cost criteria to stop funding bad projects---no more politics. And no more money for the Central Subway Boondoggle!

### SaveMuni = FRISC

Fast, Frequent, Reliable, Inexpensive, Safe, Clean and "Cool".

SaveMuni is San Francisco's only independent transportation think tank, dedicated to improving the entire Muni transit system in every neighborhood quickly and inexpensively---with best practices from around the world, transit-preferential streets, bus rapid networks and high benefit-to-cost infrastructure projects.

Contact: [wm200@aol.com](mailto:wm200@aol.com)

# SUSTAINABILITY STAFF COMMENT MEMORANDUM

**TO:** Metropolitan Transportation Commission, Public Information Office  
**CC:** Jennifer M. Gates, AICP, Community Development Director  
**FROM:** Antoinette Freeman, Sustainability Coordinator, City of Sonoma  
**DATE:** August 12, 2026

**AUTHORITY NOTE:** THESE COMMENTS ARE SUBMITTED BY THE CITY OF SONOMA SUSTAINABILITY COORDINATOR AS STAFF-LEVEL COMMENTS WITHIN THE SCOPE OF ASSIGNED SUSTAINABILITY AND REGIONAL TRANSPORTATION COORDINATION DUTIES. THEY HAVE NOT BEEN REVIEWED OR ADOPTED BY THE CITY COUNCIL, THE CLIMATE ACTION COMMISSION, DEPARTMENT MANAGEMENT, OR ANY OTHER CITY ADVISORY BODY. THEY SHOULD NOT BE INTERPRETED AS A FORMAL POLICY POSITION OF THOSE BODIES.

## REVIEW OF DRAFT 2027 TRANSPORTATION IMPROVEMENT PROGRAM

### PURPOSE OF COMMENTS

As the City of Sonoma Sustainability Coordinator, I reviewed the Metropolitan Transportation Commission's Draft 2027 Transportation Improvement Program (TIP) to identify projects relevant to the City's transportation and climate priorities, including those outside City limits that provide direct transportation connections to destinations within Sonoma.

MTC describes the Draft 2027 TIP as a four-year transportation funding program covering federal fiscal years 2027 through 2030. The Draft TIP includes more than 400 projects and approximately \$13.8 billion in committed federal, state, and local funding. Projects included in the TIP may be federally funded, regionally significant, or otherwise require federal action.<sup>1</sup>

This review focuses on:

- **SON270202** — Sonoma Schellville Trail
- **SON230209** — State Route 121 and 8th Street East Intersection Improvements Project, because of its relationship to the Schellville Trail
- **SON270201** — Donald Gap Pedestrian Improvements

The first two projects directly affect connections to the City's active-transportation network. Donald Gap is outside City limits but is included because Sonoma County Transportation and

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<sup>1</sup> Metropolitan Transportation Commission, Draft 2027 Transportation Improvement Program webpage and Draft 2027 TIP Fact Sheet, July–August 2026.

Climate Authorities (SCTCA) specifically identifies the project as providing the surrounding community with safe and reliable active-transportation access to the City of Sonoma.<sup>2</sup>

The comments below are intended to document the alignment of the projects with the City of Sonoma’s climate action initiatives, identify their relationship to the City’s adopted climate and active transportation priorities, and highlight implementation issues pertinent to ensuring the regional and local networks operate as a cohesive system.

## CLIMATE ACTION STRATEGIES ALIGNMENT

Transportation is the largest source of communitywide greenhouse gas emissions identified in the City of Sonoma Climate Action Strategies. The Strategies estimate that transportation accounted for approximately 66 percent of Sonoma’s communitywide greenhouse gas emissions in 2020.<sup>3</sup>

The principal applicable Climate Action Strategy is:

### **T-1 — Expand Bicycle and Pedestrian Infrastructure**

The Climate Action Strategies identify the expansion of bicycle and pedestrian infrastructure as a means of decreasing reliance on motor vehicles for shorter trips and improving transportation choices. Related actions include preparation of a bicycle and pedestrian master plan and creation of “cool corridors” that increase shade and passive cooling along bicycle and pedestrian routes.

The City subsequently adopted its 2025 Active Transportation Plan, which identifies more than 100 recommended projects intended to improve walking, bicycling, and other forms of active transportation throughout Sonoma.<sup>4</sup>

The projects reviewed here therefore support implementation of the Climate Action Strategies by expanding the infrastructure needed to make walking and bicycling practical transportation choices.

The available project documents do not quantify a reduction in vehicle miles traveled or greenhouse gas emissions specific to the City of Sonoma attributable to these individual projects. These comments therefore characterize the projects as advancing and enabling implementation of the City’s adopted transportation and climate strategies, rather than attributing a specific emissions reduction to them.

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<sup>2</sup> Sonoma County Transportation and Climate Authorities, 2025 Federal Project Priorities — Sonoma Valley: Donald Gap Transportation Project.

<sup>3</sup> City of Sonoma, Climate Action Strategies, January 2024, Executive Summary pp. 5–8 and Transportation section pp. 23–35.

<sup>4</sup> City of Sonoma, Active Transportation Plan, January 2025, recommended project list.

## COMMENT 1 — SONOMA SCHELLVILLE TRAIL

I support continued advancement of **SON270202** — Sonoma Schellville Trail. The Draft TIP lists the project on Volume II, page II-222. The entry identifies approximately \$8.715 million in programming, including preliminary engineering, right-of-way, and future-year construction funds. The abbreviated project description, however, states only “Complete preliminary engineering.”<sup>5</sup>

The sponsor’s SCTCA Funding Program application provides a more complete description. It identifies the proposed project as an approximately 3.5-mile segment within a four-mile trail connection from the Sonoma City Trail to State Routes 12/121. The 3.5-mile funding application segment would develop a Class I trail beginning near Seventh Street East and extending along the former railroad right-of-way toward State Routes 12/121. Sponsor materials also identify roadway crossings, accessible trail features, trailhead access, and connection to the future San Francisco Bay Trail network.<sup>6</sup>

SCTCA separately describes the Sonoma Schellville Trail as a Class I path intended to connect Highway 121 with the City of Sonoma Class I path system.<sup>7</sup>

### *Suggested clarification*

I suggest that the final TIP description for **SON270202** more clearly distinguish:

- the ultimate trail project from the specific phases currently programmed in the TIP;
- preliminary engineering and right-of-way work occurring within the 2027–2030 TIP period;
- construction funding identified in “Future Years”; and
- currently programmed funding from the estimated cost of delivering the complete project.

This clarification would make the TIP record easier to understand and would help local jurisdictions coordinate connecting projects and funding schedules.

## COMMENT 2 — COORDINATE SCHELLVILLE TRAIL WITH CITY-SIDE CONNECTION

The principal City of Sonoma interest in **SON270202** is whether the regional trail will connect safely and continuously with the City’s existing and planned active-transportation network.

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<sup>5</sup> Metropolitan Transportation Commission, Draft 2027 TIP, Volume II: Project List, pp. II-221–II-222.

<sup>6</sup> Sonoma County Regional Parks, Sonoma Schellville Trail — SCTCA Funding Program Cycle 2 Application, July 2025, particularly pp. 8–10 and funding/project-readiness sections.

<sup>7</sup> Sonoma County Transportation and Climate Authorities, Sonoma Schellville Bike Trail project page.



The Schellville Trail application identifies the regional trail segment as beginning near Seventh Street East. The same project materials recognize that users of the existing Sonoma City Trail currently reach the vicinity of Fourth Street East and Lovall Valley Road, where the existing route does not provide the same level of separated bicycle infrastructure.

The City's adopted Active Transportation Plan addresses this connection through planned improvements including:

- a bicycle boulevard on Fourth Street East between East Napa Street and Lovall Valley Road; and
- a bicycle boulevard and traffic-calming improvements on Lovall Valley Road between Fourth Street East and Seventh Street East.

The Lovall Valley Road project is therefore an important local link between the existing City network and the proposed County trail.

### *Why this matters to Sonoma*

The City can improve bicycle and pedestrian infrastructure within its boundaries, but residents and visitors experience transportation networks continuously rather than by jurisdiction.

A regional Class I trail provides less transportation benefit to Sonoma if users encounter an unclear or incomplete transition at the City boundary. Likewise, investment in a City bicycle boulevard provides less value if the adjoining regional connection is delayed or delivered on a substantially different schedule.

I recommend continued coordination among MTC, SCTCA, Sonoma County Regional Parks, the City of Sonoma, Caltrans, SMART, and other responsible agencies so that the following facilities function as a continuous route:

SONOMA CITY TRAIL → LOVALL VALLEY ROAD → SEVENTH STREET EAST → SONOMA SCHELLVILLE TRAIL →  
STATE ROUTE 121/EIGHTH STREET EAST → REGIONAL TRAIL NETWORK

In particular, project coordination should identify:

- the implementation schedule for each connecting segment;
- how the transition between City and County facilities will be designed;
- the responsible agency for each segment;
- funding dependencies affecting delivery; and
- the intended interim connection if individual segments are completed at different times.

This comment does not request that MTC create a new local project. The City-side connection is already identified in adopted local planning documents. The concern is implementation and sequencing across jurisdictional boundaries.

### **COMMENT 3 — STATE ROUTE 121 AND 8TH STREET EAST INTERSECTION IMPROVEMENTS PROJECT**

I also recognize **SON230209** — State Route 121 at Eighth Street East Intersection Improvement as an implementation dependency for the Schellville Trail.

The Draft TIP lists **SON230209** on Volume II, page II-221, and identifies improvements that include a Class I bicycle/pedestrian facility and modification of the railroad at-grade crossing.

Sponsor materials for the Schellville Trail identify coordination with SCTCA, Caltrans, Sonoma County Public Infrastructure, Regional Parks, and SMART regarding the State Route 121/Eighth Street East crossing and incorporation of the future trail.

#### ***Suggested connection***

I do not recommend treating **SON230209** as a separate City project. Rather, MTC should recognize its relationship to **SON270202** when evaluating project phasing and delivery.

Where feasible, the final TIP record should make the connection between these projects visible so that readers understand that the delivery of the regional trail depends, in part, on the successful implementation of the highway and rail-crossing improvements.

### **COMMENT 4 — SONOMA SCHELLVILLE TRAIL FUNDING AND DELIVERY**

The Draft TIP identifies approximately \$8.715 million for **SON270202**. The sponsor's 2025 SCTCA funding application estimates a project cost of \$20.805 million for the 3.5-mile trail segment, including environmental review, design, right-of-way, and construction. The application also identifies additional requested and anticipated funding. These amounts do not necessarily conflict. A TIP entry may reflect specific programmed phases rather than the complete cost of delivering a project.

However, because the City is separately planning infrastructure to connect with the trail, the distinction among programmed, committed, requested, anticipated, and future funding is relevant to local implementation planning.

#### ***Suggested clarification***

I suggest that the final TIP clearly indicate, to the extent appropriate for the TIP project record:

- which phases are funded within the four-year TIP period;

- which funds are identified only for future years;
- whether additional funding is required to complete construction; and
- whether outstanding funding or right-of-way dependencies may affect the anticipated delivery schedule.

This information would help connecting jurisdictions understand when complementary investments may need to be programmed.

## COMMENT 5 — EQUITY AND ACCESSIBILITY: SONOMA SCHELLVILLE TRAIL

The sponsor’s application already includes substantive equity and accessibility analysis. The application identifies nearby Equity Priority Communities and describes how the trail would connect residents in the Springs and surrounding Sonoma Valley communities with the Sonoma City Trail and regional trail system. It also describes anticipated benefits for people without reliable access to a vehicle, older adults, children, and people with disabilities.

Therefore, I do not suggest that the project sponsor has failed to address equity. Rather, the final TIP and related MTC project information should retain sufficient context to make the project’s transportation purpose clear. The benefit is not limited to recreational trail use. The project is intended to close a network gap and improve access between communities and destinations. This distinction is particularly relevant when an active-transportation project serves residents of an Equity Priority Community, even though the physical alignment of the project is not entirely within that community.

## COMMENT 6 — DONALD GAP PEDESTRIAN IMPROVEMENTS

I support continued funding and implementation of **SON270201** — Donald Gap Pedestrian Improvements. The project is outside the City of Sonoma, but available sponsor records establish a direct transportation relationship to the City.

The Draft TIP lists **SON270201** on Volume II, page II-222, with approximately \$5.35 million programmed across environmental, design, right-of-way, support, and construction phases. Sonoma County project materials describe improvements along State Route 12 between Donald Street and Encinas Lane, including sidewalk-gap closure and a separate pedestrian/bicycle bridge at Agua Caliente Creek. Sponsor materials also identify the project as serving an Equity Priority Community and addressing an area of elevated concern for pedestrian and bicycle safety.<sup>8</sup>

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<sup>8</sup> Sonoma County Transportation and Climate Authorities, Countywide Bicycle and Pedestrian Advisory Committee Agenda Packet, April 2026, Donald Gap project materials.

Most importantly for purposes of this comment, SCTCA’s 2025 federal project priorities state that Donald Gap would provide the surrounding community with safe and reliable active-transportation access to the City of Sonoma.

### ***Why Sonoma cares***

Donald Gap does not need to be located inside the municipal boundary to affect transportation into Sonoma. Residents of nearby unincorporated Sonoma Valley communities travel into the City for employment, shopping, services, recreation, and other destinations. Where State Route 12 lacks continuous pedestrian or bicycle infrastructure, these gaps affect the feasibility and safety of active trips to destinations within Sonoma.

## **WHY THESE PROJECTS MATTER TO SONOMA**

The reviewed projects matter to Sonoma for three related reasons.

First, they advance adopted climate and transportation priorities. Transportation accounts for the largest share of Sonoma’s communitywide greenhouse gas emissions, and the Climate Action Strategies specifically identify the expansion of bicycle and pedestrian infrastructure as a local climate action.

Second, Sonoma’s local network depends on regional connections. The City’s Active Transportation Plan can improve facilities within City limits, but several important routes continue beyond the municipal boundary. The transportation benefit of those improvements depends on whether adjoining County and state facilities provide a safe and continuous connection.

Third, the TIP is part of the process of moving these projects from planning to delivery. MTC describes the TIP as the region’s four-year program of federally funded, federally involved, and other regionally significant transportation investments. MTC also notes that the TIP is financially constrained and updated regularly as projects are added, delayed, re-phased, or re-scoped.

For Sonoma, accurate project descriptions, realistic phasing, and coordination among connected projects help ensure that investments made by separate agencies ultimately function as a usable transportation network.

## **CONCLUSION**

I support continued advancement of the Sonoma Schellville Trail, the related State Route 121/Eighth Street East improvements, and the Donald Gap Pedestrian Improvements. The principal requests in this memo concern coordination, implementation, and funding and phasing clarity.

These projects support the implementation of the City of Sonoma Climate Action Strategies by expanding the infrastructure needed to make walking and bicycling practical transportation choices. The available records do not quantify City-specific greenhouse gas reductions from the projects, but they demonstrate clear connections to the City’s adopted bicycle and pedestrian infrastructure objectives.

## **PREPARED BY**

Antoinette Freeman, Sustainability Coordinator

City Hall, No. 1 The Plaza, Sonoma, CA 95476

(707) 732-0267

[afreeman@sonomacity.org](mailto:afreeman@sonomacity.org)

Dear Members of the Metropolitan Transportation Commission,

The 2050 Transportation Improvement Projects funding identifies a substantial increase in vehicular infrastructure and in vehicle-miles-travelled. MTC long-range forecast of doubling transit ridership by 2050 [https://mtc.ca.gov/sites/default/files/meetings/attachments/6573/7d\\_26\\_0372\\_3\\_S\\_B63\\_Ridership\\_Forecast\\_Report.pdf?cb=bb731532](https://mtc.ca.gov/sites/default/files/meetings/attachments/6573/7d_26_0372_3_S_B63_Ridership_Forecast_Report.pdf?cb=bb731532)

The forecast for transit returns to pre-pandemic levels in 30 years! The gloomy forecast does not align with climate goals but aligns with a roadway focused Bay Area TIP 2027 investment plan.

Compare transit investments versus roads:

Irvington BART station \$290 million

Niles Canyon Trail, Phase 1 multi-modal recreation \$48 million

Local road, East West Connector: Decoto/Quarry Lakes Parkway \$308 million

Express lanes \$480 + million

Suggest Draft TIP 2027 modifications include:

Revise express, managed lanes to include transit infrastructure such as park and ride facilities, additional express buses and new fare products to increase transit ridership. Building transit infrastructure into express/managed lanes will have a lasting, efficient system when tied to the local road networks using transit signal priorities. Refer to Innovate 680 that reduces VMT on our interstates using bus bus-on-shoulder and more. <https://ccta.ca.gov/projects/innovate-680/>

Re-allocate \$1 billion for Link 21 program development for design and construction to build a new Carquinez Strait Bridge, a bottleneck for port shipping, freight and passenger rail. The existing 1930 bridge, located between Martinez and Benicia, supports extensive freight traffic in Northern California and is operating beyond the functional capacity to serve rail in this century. A new bridge will reduce truck freight on local and regional roadways and provide reliable passenger rail service to improve ridership. [https://www.capitolcorridor.org/wp-content/uploads/2024/09/CCJPA-Carquinez-Phase-2-Report\\_compressed.pdf](https://www.capitolcorridor.org/wp-content/uploads/2024/09/CCJPA-Carquinez-Phase-2-Report_compressed.pdf)

Provide a rail study to compare Altamont Corridor Express connection from Livermore to Dublin BART. This may offer significant savings compared to a larger rail network, Valley Link. ACE has proposed a rail spur project to connect with Union City BART and could be duplicated at Dublin BART.

Defer East West Connector; Decoto/Quarry Lakes Parkway as a priority and meet with the community unaware Alameda County Transportation Commission made this a priority. Many people prefer a cyclist/pedestrian crossing at I-880/Decoto Road interchange counting on reducing VMT.

Interstate and highway investments create more opportunities -induce demand - to widen local roadways to accommodate more vehicles. Let's make use of our existing roadway network, strategic rail investments and transit investments to double transit ridership -- build for smart growth -- a healthy transit network by 2030.

In short, the Bay Area must double transit ridership sooner than 2050. I would appreciate your time looking into this and hearing back from you.

Liz Ames

BART Director, District 6

Elizabeth.ames@bart.gov





Plan Bay Area 2050+



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Metropolitan Transportation Commission

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## Plan Bay Area 2050 - Metropolitan Transportation Commission

Plan Bay Area 2050 is a 30-year regional plan that charts a course for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all residents through 2050 and beyond.



Plan Bay Area

https://planbayarea.org



## Plan Bay Area | Home page

Plan Bay Area 2050+ Blueprint Creating the Blueprint is a key step in developing Plan Bay Area 2050+. Read more



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## Timeline of Key Phases of Plan Bay Area 2050+ - onebayarea.org

Feb 11, 2025 · View the Timeline of Key Milestones and the Project Schedule, both of which will be updated as needed throughout the Plan Bay Area 2050+ process. Step 1: Update or Reaffirm Planning Assumptions (Summer 2023 to Fall 2024) The COVID-19 pandemic changed overnight how everyone in...



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https://www.danvillesanramon.com › regional-politics › 2025 › 10 › 22 › officials-unveil-aspirationa... \*\*\*

## Officials unveil aspirational Draft Plan Bay Area 2050+

Oct 22, 2025 · Bay Area planners this week released a sweeping draft plan outlining how the region could grow through 2050, proposing new strategies to tackle housing affordability, improve public transit, and prepare for climate risks across nine counties and 101 cities.



Plan Bay Area

https://planbayarea.org › plan-bay-area-2050-plus



## Plan Bay Area 2050+

Oct 20, 2025 · Plan Bay Area 2050+ also is an opportunity to update Plan Bay Area 2050's Implementation Plan, which details over 80 concrete actions that MTC, ABAG and our partners can take assistance! | Solicita ayuda! | 請求幫助! Do you need one...

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https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050







Brian Swanson [REDACTED] >

---

## Re: Entirely inadequate Legistar Calendar Alerts

1 message

---

**Joey Kotfica** <jkotfica@bayareametro.gov>

Mon, Dec 15, 2025 at 8:05 AM

To: Brian Swanson [REDACTED]

Cc: Sonia Draves <sdraves@bayareametro.gov>

Hi Mr. Swanson,

My apologies! My colleague who is able to add you to the contact database was out sick. I'll follow up with them today to ensure we get your email ([REDACTED]) on your requested lists as soon as possible.

Thank you, again, for your patience.

Best,

Joey

---

**From:** Brian Swanson <[REDACTED]>

**Date:** Friday, December 12, 2025 at 6:08 PM

**To:** Joey Kotfica <jkotfica@bayareametro.gov>

**Subject:** Re: Entirely inadequate Legistar Calendar Alerts

**\*External Email\***

Hi again, Mr. Kotifica:

It has now been two weeks since my last email, and I have not received a response, nor am I clear on what the "reliable" Legistar notices are (assumedly, the ones where you have added me to the address list) compared to the self-created notices I created on Legistar. Can you please respond to my December 1 email below?

Thank you,

Metropolitan  
Transportation  
Commission

III-273

2027 TIP  
September 23, 2026

Brian Swanson

- mobile

On Mon, Dec 1, 2025 at 2:28 PM Brian Swanson <b[REDACTED]m> wrote:

Hello again:

Can you review with me which email address of mine you used for my mailing list subscriptions? And would you be able to send an example of the subject line for meetings? Also, would you recommend that I delete/remove the alerts that I created in Granicu? Or might the redundancy, however sloppy, be good to retain?

Thanks,

Brian Swanson

On Mon, Nov 24, 2025 at 10:54 AM Joey Kotfica <jkotfica@bayareametro.gov> wrote:

Hi Brian,

Thank you for reaching out.

We all agree that Granicus is an unsatisfactory tool (despite being the “industry leader” for this type of product). In fact, MTC is working on developing an open source replacement for Granicus that we aim to roll out in 2026. And because it will be open source, we hope that other public agencies will use it, as well. Thank you for bearing with us while we all suffer with this product, and I do sincerely apologize for how unsatisfactory it is.

To follow up on your email from last week, we are adding you to the requested mailing lists.

Wishing you a peaceful holiday season,

Joey

---

**From:** Brian Swanson <[REDACTED]>  
**Date:** Saturday, November 22, 2025 at 1:27 PM  
**To:** Joey Kotfica <[jkotfica@bayareametro.gov](mailto:jkotfica@bayareametro.gov)>  
**Cc:** "sdraves@bayareameteo.gov" <[sdraves@bayareameteo.gov](mailto:sdraves@bayareameteo.gov)>, Andrew Fremier <[AFremier@bayareametro.gov](mailto:AFremier@bayareametro.gov)>  
**Subject:** Entirely inadequate Legistar Calendar Alerts

You don't often get email from b[REDACTED]m. [Learn why this is important](#)

**\*External Email\***

Mr. Kotfica:

Below is a shining example of Legistar's performance. I created the daily alert for the Bay Area Housing Authority Advisory Committee the evening of November 20. I selected the daily option, and on November 21 at 2:00 a.m., the Legistar platform sent me an alert for a meeting on November 20. How can I go back in time to attend a meeting that has already occurred, albeit only a single day previously, as indicated below?

My hesitation and fear regarding MTC's reliance on Legistar stem from extensive experience using the platform across many agencies and jurisdictions in both the SF Bay Area and the Sacramento Metro Area. For MTC to continue to use the Legistar platform, it must believe it performs adequately. I can attest that it does not meet my definition of adequate (which does include enough familiarity with the Brown Act).

Please also take a look at the 16 additional inadequate calendar alerts that I have compiled into the single attached PDF. Again, I set all my calendar alerts on November 20, 2025, selected daily delivery, and went through the tiresome process of explicitly typing out the specific committee for which I was seeking an alert.

The slop returned is off the charts.

Thank you,

Brian Swanson, AICP

[REDACTED] - mobile

Begin forwarded message:

**From:** [alerts-noreply@legistar.com](mailto:alerts-noreply@legistar.com)  
**Date:** November 21, 2025 at 2:00:08 AM PST

**To:**

**Subject: Legistar Alert (Calendar): MTC - Calendar - Planning Committee**

Legistar Alert (Calendar): MTC - Calendar - Planning Committee

Search terms: Planning Committee

| Department                                            | Meeting Date | Meeting Time | Meeting Location       | Meeting Details                 |
|-------------------------------------------------------|--------------|--------------|------------------------|---------------------------------|
| Bay Area Housing Finance Authority Advisory Committee | 11/20/2025   | 10:00 AM     | Board Room - 1st Floor | <a href="#">Meeting details</a> |

This alert has been brought to you by [Legistar](#).

Please do not reply to this e-mail.

Re: Draft Plan Bay Area 2050+ - All presentations internal to MTC and at affected local jurisdictions or agencies

From: Brian Swanson [REDACTED]  
To: info@planbayarea.org  
Cc: abockelman@bayareametro.gov; dvautin@bayareametro.gov; nopfell@bayareametro.gov; vcummings@bayareametro.gov; anoelting@bayareametro.gov; kuvicich@bayareametro.gov; crabari@bayareametro.gov; mshorett@bayareametro.gov; mgermeraad@bayareametro.gov; hdiaz@bayareametro.gov; afremier@bayareametro.gov  
Date: Tuesday, November 25, 2025 at 10:55 PM PST

And why no advance notice of the Contra Costa County Transportation Authority presentation during the November 19, 2025 Authority Board Meeting, Item 4.A at <https://ccta.primegov.com/Portal/Meeting?meetingTemplateId=7063>. Clearly, this purposeful denial of proper notice of more local public comment opportunities.

On Friday, November 21, 2025 at 12:53:05 PM PST, Brian Swanson [REDACTED] wrote:

Thank you for your response.

So, including the presentation to the San Francisco County Transportation Authority on November 18, 2025, have there only been Plan Bay Area 2050+ presentations at only three of the nine CTAs? If that's the case, can you explain why the other six have not received presentations? Or, if presentations to the remaining six CTA's have already occurred, can you please also provide me with the dates of the presentation to the remaining 6 CTAs?

My understanding is that MTC is required to hold at least on public workshop in each county during the RTP/SCS process. Is that correct?

Have other presentations been given at other agencies or jurisdictions (not CTAs)? Is another round of presentations to local jurisdictions and agencies planned in 2026, after the December 18 due date for comments?

Can you please confirm the data in the table below?

## County-by-County Compliance Matrix (SB 375 vs. Other Requirements)

| County  | Workshop/Webinar (SB 375 compliance) | Formal Hearing (CEQA/RTP requirement) | CTA Presentation (Consultation, not SB 375) | Compliance Notes                                    |
|---------|--------------------------------------|---------------------------------------|---------------------------------------------|-----------------------------------------------------|
| Alameda | ✓ East Bay webinar (Nov 5, 2025)     | ✓ Fremont hearing (Dec 3, 2025)       | ✓ Alameda CTC (Dec 11, 2025)                | Fully compliant (workshop + hearing + consultation) |



| County               | Workshop/Webinar (SB 375 compliance) | Formal Hearing (CEQA/RTP requirement)          | CTA Presentation (Consultation, not SB 375) | Compliance Notes                                    |
|----------------------|--------------------------------------|------------------------------------------------|---------------------------------------------|-----------------------------------------------------|
| <b>Contra Costa</b>  | ✓ East Bay webinar (Nov 5, 2025)     | ✗ No county-specific hearing                   | ✗ No CTA presentation identified            | SB 375 workshop satisfied; hearing coverage lacking |
| <b>Marin</b>         | ✓ North Bay webinar (Oct 29, 2025)   | ✓ Novato hearing (Dec 4, 2025)                 | ✗ No CTA presentation identified            | Fully compliant (workshop + hearing)                |
| <b>Napa</b>          | ✓ North Bay webinar (Oct 29, 2025)   | ✗ No county-specific hearing                   | ✗ No CTA presentation identified            | SB 375 workshop satisfied; hearing coverage lacking |
| <b>Solano</b>        | ✓ North Bay webinar (Oct 29, 2025)   | ✗ No county-specific hearing                   | ✓ Solano TA (Dec 10, 2025)                  | SB 375 workshop satisfied; hearing coverage lacking |
| <b>Sonoma</b>        | ✓ North Bay webinar (Oct 29, 2025)   | ✗ No county-specific hearing                   | ✗ No CTA presentation identified            | SB 375 workshop satisfied; hearing coverage lacking |
| <b>San Francisco</b> | ✓ West Bay webinar (Oct 29, 2025)    | ✓ Bay Area Metro Center hearing (Nov 14, 2025) | ✓ SFCTA (Nov 18, 2025)                      | Fully compliant (workshop + hearing + consultation) |
| <b>San Mateo</b>     | ✓ West Bay webinar (Oct 29, 2025)    | ✗ No county-specific hearing                   | ✗ No CTA presentation identified            | SB 375 workshop satisfied; hearing coverage lacking |
| <b>Santa Clara</b>   | ✓ South Bay webinar (Oct 30, 2025)   | ✗ No county-specific hearing                   | ✗ No CTA presentation identified            | SB 375 workshop satisfied; hearing coverage lacking |

Thank you.

On Friday, November 21, 2025 at 11:43:02 AM PST, Plan BayArea Info <info@planbayarea.org> wrote:

Hello Mr. Swanson.

Thank you for your inquiry and for your interest in Plan Bay Area 2050+. All upcoming public meetings on the plan that are **hosted by MTC/ABAG** are listed on the [Plan Bay Area](#), [MTC](#) and [ABAG](#) websites. In addition, the latest round of engagement activities are listed here: <https://planbayarea.org/meetings-events/fall-2025-engagement>.

Our staff presents the plan at a meeting of each county transportation agency (CTA). These are not MTC/ABAG meetings, but they are all noticed by the individual CTAs. Below is the list of the remaining meetings when staff are scheduled to present. Meeting information is available on the CTAs' websites.

- Solano Transportation Authority, Dec. 10
- Alameda County Transportation Commission, Dec. 11

Thank you for your interest in Plan Bay Area,  
Plan Bay Area Public Information

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**From:** Brian Swanson [REDACTED]  
**Sent:** Thursday, November 20, 2025 11:35 AM  
**To:** Andrew Fremier <AFremier@bayareametro.gov>  
**Cc:** Plan BayArea Info <info@planbayarea.org>; Alix Bockelman <ABockelman@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>; Natasha Opfell <nopfell@bayareametro.gov>; Veronica Cummings <vcummings@bayareametro.gov>; Leslie Lara-Enríquez <llara-enriquez@bayareametro.gov>; Adam Noelting <ANoelting@bayareametro.gov>; Kara Vuicich <kvuicich@bayareametro.gov>; Chirag Rabari <crabari@bayareametro.gov>; Mark Shorett <mshorett@bayareametro.gov>; Michael Germeraad <mgermeraad@bayareametro.gov>; Hannah Diaz <hdiaz@bayareametro.gov>  
**Subject:** Re: Draft Plan Bay Area 2050+ - All presentations internal to MTC and at affected local jurisdictions or agencies

You don't often get email from [REDACTED]. [Learn why this is important](#)

**\*External Email\***

Dear Executive Director:

Here we are two days since the message below, three from my first message on the topic without a reply as of yet, while unnoticed meetings are happening as I write. I feel it is absolutely necessary to be able to make comments on Plan Bay Area 2050+ (and all the associated documents, including the DEIR) at a more local level (if County only) is absolutely essential to a transparent and democracy forward planning process. If the Plan Bay Area 2050+ isn't intended to be locally accessible, transparent, and democratic, please advise.

Thank you,

Brian Swanson, AICP  
[REDACTED] - mobile

On Tuesday, November 18, 2025 at 11:56:21 AM PST, Brian Swanson [REDACTED] wrote:

Hello:

I am looking for help tracking down **any** upcoming Plan Bay Area 2050+ presentations internal to MTC-ABAG [similar to today's (November 18) Policy Advisory Council meeting and the November 20, 2025 ABAG Executive Board Meeting], and to local jurisdictions or agencies (similar to the November 18, 2025, presentation at the San Francisco County Transportation Authority).

The Plan Bay Area 2050+ website doesn't list all scheduled public meetings on the Plan.



The Plan Bay Area 2050+ website may also list meetings that, at least on a quick scan of the agenda (the November 19, 2025, Metropolitan Transportation Commission meeting, for example), don't include an explicitly identified discussion on a Plan Bay Area 2050+ agenda item.

Is there an all-encompassing public meeting schedule?

Undocumented meetings are occurring today; a timely response would be appreciated.

----- Forwarded Message -----

**From:** Brian Swanson [REDACTED] >  
**To:** info@planbayarea.org <info@planbayarea.org>  
**Sent:** Monday, November 17, 2025 at 10:41:48 AM PST  
**Subject:** Draft Plan Bay Area 2050+ - Presentations at affected jurisdictions

Hello:

I see that MTC is presenting the Draft Plan Bay Area 2050+ at the November 18, 2025 meeting of the San Francisco County Transportation Authority and was hoping to obtain the schedule for other similar presentations that are expected to take place in and around the local jurisdictions of the nine-county San Francisco Bay Area before the December 18, 2025 deadline to submit comments. If a specific MTC member has been assigned to each presentation, that would also be helpful.

Thank you,

Brian Swanson, AICP

---

**Re: Follow-Up: Request for Determination on TDA-3 Review Process, Checklist Applicability, and Staff Responsiveness**

1 message

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**Brian Swanson** <briancswanson.fed@gmail.com>  
To: Theresa Romell <TRomell@bayareametro.gov>

Wed, Mar 11, 2026 at 9:22 AM

Ms. Romell,

Thank you for your response. At this point, I want to be direct: I am no longer seeking clarification. Your message reflects the broader institutional posture that has become familiar across agencies — a posture that preserves discretionary authority, normalizes fragmentation, and avoids taking responsibility for contradictions that directly undermine Complete Streets policy, Priority Development Area (PDA) objectives, and the regional commitments MTC itself adopted.

You described the transportation funding landscape as inherently patchworked and constrained by competing interests. I understand that reality. But when the outcome of that patchwork is a set of projects that actively work against each other — widening Bollinger Canyon Road to as many as 10 lanes in some locations at the edge of a designated PDA, while simultaneously funding an overcrossing justified as a multimodal improvement — the issue is not the funding landscape. The issue is the absence of coordinated purpose, transparent review, and accountable decision-making across the agencies involved.

Framing this fragmentation as inevitable is precisely the problem. Treating systemic dysfunction as an unavoidable condition is not a neutral stance — it is a failure of public stewardship. When agencies acknowledge contradictions and still allow them to persist, it erodes public trust and undermines the very Complete Streets and PDA frameworks that are supposed to guide investment decisions.

For years, I have raised these issues with MTC, with CCTA, and with the City of San Ramon. The pattern has been consistent: the City defers to the major funding agencies, and the major funding agencies defer to each other. Your message reflects that same institutional loop — MTC is the "gatekeeper," MTC "inserts its own policies," MTC "allocates" TDA 3 funds — yet MTC simultaneously asserts that it "does not know" whether the City's application is accurate and that accuracy is "up to the County." The County, in turn, has already stated that it relies on MTC for policy interpretation and accuracy determinations.

This is the exact circular deferral I have been documenting: the County defers to MTC for policy interpretation, and MTC defers to the County for accuracy — leaving the public with no responsible agency.

You also introduced the concept of "materiality," suggesting that corrections may or may not be required depending on the nature of the error. But without a clear, written policy basis for determining materiality — especially when the application concerns a project in a PDA and invokes Complete Streets compliance — the public has no way to know whether a mischecked box, inaccurate proximity answer, or omitted detail is considered immaterial or simply overlooked. That is not transparency. That is discretionary opacity.

And to be clear: I am not seeking to disqualify a project. I am seeking accountability for this and related processes that have produced:

- contradictory lived outcomes,
- inconsistent application of Complete Streets requirements,
- opaque decision-making, and
- outcomes that fall far short of what is expected in a Priority Development Area.

When tens of millions of dollars in public funding are invested in projects like the Bollinger Canyon Iron Horse Trail Overcrossing — a project justified as advancing multimodal access in a PDA — every transportation stakeholder should be deeply concerned that the same agencies simultaneously supported widening Bollinger Canyon Road to freeway-scale dimensions. These are not "technicalities." They are fundamental contradictions in purpose, policy, and public

representation.

And because these contradictions have persisted for years, rest assured: the lackadaisical approach to funding stewardship, the absence of transparency, the increasing arbitrariness in decision-making, and the abysmal outcomes now emerging across multiple projects are not going unnoticed. U.S. DOT, OMB, every member of Congress with jurisdiction over transportation, infrastructure, or appropriations, as well as Caltrans, CalSTA, and the CTC, among others, will continue to receive documented updates. The pattern is no longer isolated — the list of projects within MTC's jurisdiction exhibiting these same governance failures is growing by the month.

Your message reflects the institutional reality that MTC is not prepared to provide the determinations I requested or to take responsibility for the contradictions raised. That is an institutional choice, not a personal one. But it also means that continuing this exchange is not a productive use of time. The issues at stake — accuracy, transparency, accountability, and alignment with adopted regional goals, including Complete Streets and PDA implementation — will continue to be addressed through the channels that accept responsibility and seek to ensure accountability.

Sincerely,

Brian C. Swanson, AICP  
San Ramon Resident

On Tue, Mar 10, 2026 at 10:26 PM Theresa Romell <[TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)> wrote:

Hi Mr. Swanson,

I completely respect your desire to see a unified strategy for transportation infrastructure. I agree there are gaps and piecemeal applications, but the nature of transportation funding is such that these projects often require a patchwork of funding programs from the local, regional, state, and even federal levels. Adhering to the different eligibilities and requirements of these fund sources often makes it difficult to accomplish the ideal. In addition, there are competing interests and policies to deal with. So, while I agree it can be frustrating, I don't think the right course of action is to try to get a project disqualified due to a technicality.

Just so you know, we do allocate TDA-3 funds. These funds are a percentage share of the Local Transportation Fund and are return to source to the county, but MTC is the gate keeper, just like we are with TDA funds for transit. This is how we can insert our own policies into the program. We do not select the projects, but we do have final approval on which ones get funded. When we receive the nominated list of projects from the counties, we review the projects and paperwork and allocate the funds. We rely on the cities and county to ensure the project details are accurately stated. We have one TDA-3 administrator to administer a program across 109 jurisdictions. Sometimes, a concerned citizen will point out a mistake or discrepancy in the application or problem with the project, and then we will investigate (after we receive the application) to determine what recourse, if any, makes sense. I use the term "materially" when referring to correctness because if the nature of the error is an inaccurate checkbox for something that doesn't even apply to the project for example, we may not insist on an additional layer of bureaucracy to make it right. However, if the project is being misrepresented in a significant way, or if we have reason to believe that the project is materially different to what the city or county's council/board signed off on, we would likely require a correction be made and resubmitted.

There are no deadlines for counties to submit their project nomination lists to us. They may set their own deadlines, and that is not our concern. Our project review process starts when we receive the information from the counties and ends with reimbursement for project expenditures.

Regards,

Theresa

**From:** Brian Swanson <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)>

**Sent:** Monday, March 9, 2026 6:18 PM

**To:** Theresa Romell <[TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)>

**Subject:** Re: Follow-Up: Request for Determination on TDA-3 Review Process, Checklist Applicability, and Staff Responsiveness

**\*External Email\***

Ms. Romell,

Thank you for the response. Since you asked directly whether there is a larger issue beyond the mischecked Complete Streets box, the answer is **yes**. The TDA 3 discrepancies are a symptom of a broader, long-standing pattern in the San Ramon City Center PDA/TOC area and along the Iron Horse Trail corridor (including recently completed and planned overcrossings and proposed double-tracking), extending to Crow Canyon Road.

For years, the City of San Ramon and its partner agencies—including MTC, the Contra Costa Transportation Authority, Contra Costa County, and the East Bay Regional Park District—have advanced projects in this area **piecemeal**, without a unified strategy, synchronized purposes, or transparency. Each agency asserts that gaps, conflicts, or inconsistencies fall outside its jurisdiction. The result is a fragmented system where:

- roadway widening is allowed at the perimeter of the San Ramon City Center PDA/TOC—Bollinger Canyon Road is now up to 10 lanes in some locations—and Crow Canyon Road is similarly widened, even as expensive, predominantly externally funded overcrossings are constructed or entering design; widening and overcrossings are fundamentally contradictory when evaluated against Complete Streets and PDA/TOC objectives;
- "all-user" accommodations are asserted in grant applications but are not visible in any publicly accessible detailed plans;
- project segmentation enables the City to claim CEQA exemptions; and
- residents are left without meaningful access to the underlying data, models, or design documents.

This is not theoretical. It is the lived reality of how projects are advanced in this vicinity.

Before addressing your red text responses, I want to clarify one point that underscores why the TDA 3 discrepancies matter. I understand that TDA-3 is not an MTC discretionary funding program. It is funded entirely by the Local Transportation Fund (LTF) — a county-level ¼-cent sales tax administered by the Contra Costa County Auditor-Controller. The County is the statutory allocator and the first reviewer of TDA-3 applications.

MTC's role is procedural, not financial:

- MTC does not fund TDA-3.
- MTC does not allocate TDA-3.
- MTC does not select TDA-3 projects.
- MTC's responsibility is to review the County's program for statutory compliance and approve it before funds are released.

This makes your reliance on MTC Resolution 4493 — a policy governing MTC discretionary funds above \$250,000 — even more confusing. If TDA-3 is not an MTC discretionary program, and if the City's request is below the \$250,000 threshold, then:

## **How are MTC's Complete Streets funding thresholds relevant at all?**

If they are relevant, MTC—not the County—must explain the policy basis for applying them to a county-funded program.

This is precisely why the County has already told me they rely on MTC for:

- policy interpretation,
- determining whether the City checked the Complete Streets box correctly,
- determining whether Questions 17 and 18 are accurate,
- determining whether corrections are required, and
- determining whether resubmittal is necessary.

Yet MTC is now saying it "doesn't know" whether the application is accurate because it has not yet received the County's submittal, while Mr. Garcia has already stated that the City must revise the application and resubmit it to both the City Council and the County.

This is the exact ping-ponging I described: the County defers to MTC for policy interpretation, and MTC defers to the County for accuracy — leaving the public with no responsible agency.

This is why the accuracy of the TDA-3 application matters.

This is why the checked Complete Streets box matters.

This is why the accuracy of Questions 17 and 18 matters.

This is why the policy basis for the checklist threshold matters.

And this is why the County's "valid review" and MTC's "required corrections" cannot both be true.

Your red-text responses did not resolve these contradictions. In fact, they underscored them:

- You stated that Resolution 4493 governs the Complete Streets policy for projects above \$250,000, yet the City checked the box on a sub-\$250,000 request.
- You stated that you "don't know" whether the City's Complete Streets box or Q17/Q18 answers are correct because MTC has not yet received the County's submittal, while Mr. Garcia already stated that the City must revise the application.

- You stated that material accuracy is "up to the County," while also stating that MTC expects the applications it receives to be materially correct.

These positions cannot be reconciled without MTC taking responsibility for the policy interpretation and the accuracy determination.

I am unhappy with a process that produces contradictory lived outcomes, defers responsibility in circles, and obscures the very information the public needs to evaluate whether projects in the PDA/TOC vicinity and connecting areas are aligned with regional goals. I am unhappy with the massive public funding that yields outcomes far short of what Complete Streets would deliver. Greater accountability by all agencies involved is essential.

This is why I have been asking for clear, written answers. This is why the TDA-3 inconsistencies matter. And this is why I will continue to request determinations rather than discretionary, shifting interpretations.

I look forward to receiving the written clarifications previously requested so that we can have a productive conversation.

Sincerely,

Brian C. Swanson, AICP

San Ramon Resident

(925) 785-4013 – mobile

On Wed, Mar 4, 2026 at 9:26 AM Theresa Romell <[TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)> wrote:

Mr. Swanson,

Please see concise answers to your questions in **red** below.

Is all the time invested into these emails (both writing, reading, and responding to) due to a mis-checked complete streets checklist box? Is there another issue that we're dealing with here? Are you unhappy with the project that San Ramon is putting forward for funding? I'd like to cut to the chase, as you've noted somewhere down the chain below, there are large demands on staff time. I'm sure you are a busy person as well.

Regards,

Theresa

**From:** Brian Swanson <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)>

**Sent:** Tuesday, March 3, 2026 7:04 PM

**To:** Theresa Romell <[TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)>

**Subject:** Re: Follow-Up: Request for Determination on TDA-3 Review Process, Checklist Applicability, and Staff Responsiveness

You don't often get email from [briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com). [Learn why this is important](#)

**\*External Email\***

Ms. Romell:

Thank you for the reply, but clearly, I need things written down, as arbitrary discretion paired with a lack of transparency, not policy or guidelines, is leading the review of the City of San Ramon's TDA-3 application. I summarized my concerns and the responses from Contra Costa County Public Works in the latest email to you, and included the entire chain to show and explain how both agencies are deferring responsibility to one another without clear or definitive answers, including references to MTC Resolution 4493 that may not be applicable, and you chose not to answer my message in full, resulting only in further unresponsive delay.

Your response did not clarify the issues I raised or directly answer the specific questions I posed regarding completeness, accuracy, timeliness, the policy basis for the Complete Streets determination, or the requested determination on the accuracy of the City's responses to Questions 17 and 18. Instead, I was again directed back to Contra Costa County Public Works, even though the County has already stated that they rely on MTC for the very determinations I am asking about.

To avoid any misunderstanding, I want to restate exactly what has been communicated to me:

## **1. Mr. Lau's February 18 email describes the County's review of the application as submitted.**

Mr. Lau wrote:

"The County and the review committee was able to conduct a valid review. The application seeks funding to install accessible pedestrian signal systems and showed merit."

He also wrote:

"On the contrary, I stated in my response that to my knowledge the application is accurate. I responded to your four points in your email to me, specifically completeness, timeliness, accuracy and required resubmittal. I believe these are the concerns you expressed in the email chain with Mr. Garcia."

His statements reflect the County's review of the application as submitted, including the City's check of the Complete Streets box and responses of **No/No** to Questions 17 and 18. I did not assert that those answers are necessarily wrong; I asked for an accuracy determination and raised proximity concerns as the basis for that request.

## **2. Mr. Garcia has already stated that the City's application must be corrected and resubmitted.**

Mr. Garcia wrote:

"I will ask the City to revise their application to enter no on the Complete Streets question, when it is submitted later this year."

And separately:

"When such corrections are necessary to an application, MTC would require that the jurisdiction not only correct the application itself but resubmit to their city council for approval as well as the County."

These statements indicate that MTC has already concluded that the application, as submitted, must be corrected and resubmitted.

## **3. These two positions directly conflict, and only MTC can resolve the discrepancy.**

- The County states that it "was able to conduct a valid review" and that "to my knowledge the application is accurate."
- MTC states that the application must be revised and resubmitted.
- The City checked the Complete Streets box.
- The County's review relied on that checked box.
- MTC says the checked box must be changed.
- I have asked for a determination of accuracy on Questions 17 and 18, not asserted an error.

These positions cannot be reconciled without MTC taking responsibility for the policy interpretation and the accuracy determination.

## **4. Being sent back to Contra Costa County Public Works is not appropriate or productive.**

Mr. Lau has already made clear that the County:

- reviewed the application as submitted,
- does not determine whether the City checked the Complete Streets box correctly,
- does not determine whether Questions 17 and 18 were answered correctly, and
- does not determine whether corrections or resubmittal are required.



Those determinations belong to MTC, not the County.

Directing me back to the County simply creates the same loop: the County defers to MTC, and MTC sends me back to the County.

## **5. The ambiguity created by the City checking the Complete Streets box remains unresolved.**

This is the central issue:

- If the City checked the box correctly, then MTC's instruction to revise the application is incorrect.
- If the City checked the box incorrectly, then the application is not accurate, and the County's "valid review" was conducted on an inaccurate application.

The same logic applies to Questions 17 and 18, where I have asked MTC to determine accuracy based on proximity concerns.

Only MTC can resolve these discrepancies.

## **6. Timeliness remains unanswered.**

If corrections require resubmitting to the City Council and the County, any corrected application must be submitted after the County's January 29 deadline. Neither agency has clarified whether such a corrected application would still be considered timely.

Before scheduling a call, I would appreciate written clarification on:

- whether Resolution 4493 does or does not govern TDA-3, **MTC Resolution 4493 governs application of the Complete Streets policy for project above \$250,000. MTC Resolution 4108 governs TDA Article 3.**
- the specific policy authority for the \$250,000 Complete Streets Checklist threshold as applied to TDA-3, **As far as I know there is not anything beyond Resolution 4493. That policy notes that it applies to all projects in the public right of way and seeking \$250,000 or more in discretionary funding.**
- whether MTC considers the City's checked Complete Streets box to be correct or incorrect, **We have not yet received Contra Costa's TDA-3 program submittal, so I don't know.**
- whether MTC considers the City's answers to Questions 17 and 18 to be accurate, **We have not yet received Contra Costa's TDA-3 program submittal, so I don't know.**
- whether errors or omissions in a TDA-3 application are considered material to the County's initial review, and It is up to the County. **We expect the applications that we receive from Contra Costa to be materially correct.**
- whether a corrected and resubmitted application would still be considered timely. **If it is materially correct when we receive it, then yes.**

Once those points are clarified in writing, I am happy to discuss the broader process by phone.

Sincerely,

Brian C. Swanson, AICP

San Ramon Resident

(925) 785-4013 - mobile

On Fri, Feb 27, 2026 at 6:32 AM Theresa Romell <[TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)> wrote:

Hello Mr. Swanson,

Thank you for your raising your concerns regarding the City of San Ramon's application for Transportation Development Act Article 3 grant funding. While we hear your concerns, we would like to reiterate the administrative process for this grant program is such that Contra Costa Public Works provides a priority setting review of the applications it receives from jurisdictions across the county and through their own selection process recommends funding awards. Contra Costa Public Works is currently in the process of reviewing those projects and will submit those funding recommendations at a later date to MTC. Contra Costa Public Works determines whether and when they can accept technical corrections to applications during their review process. Our staff will review the applications for completeness, alignment with regional policies, and request corrective action as needed to ensure successful approval of the recommended projects that Contra Costa Public Works provides to MTC. To your question on the Complete Streets Checklist, I would reiterate Luis's statement that the Complete Streets Checklist is not required for projects requesting less than \$250,000 (see [MTC Resolution 4493](#), page 5).

Prior to submission to MTC, Contra Costa Public Works will bring a resolution proposing funding awards to their Board of Supervisors for approval. Should you have further questions or concerns, MTC recommends that you work with Contra Costa Public Works as they progress through the process of crafting their proposed program of projects.

If you would like to discuss this further, I would prefer a phone call to wading through pages of emails. Feel free to give me a call at the number below.

Thank you,

Theresa

Theresa Romell

Director, Funding Policy & Programs

[tromell@bayareametro.gov](mailto:tromell@bayareametro.gov)

**BAY AREA METRO** | [BayAreaMetro.gov](http://BayAreaMetro.gov)

Association of Bay Area Governments

Metropolitan Transportation Commission

Bay Area Metro Center | 375 Beale Street | Suite 800

San Francisco, CA 94105

(415) 778-6772

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**From:** Brian Swanson <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)>

**Sent:** Wednesday, February 25, 2026 8:00 PM

**To:** Theresa Romell <[TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)>

**Cc:** Luis Garcia <[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov)>

**Subject:** Follow-Up: Request for Determination on TDA-3 Review Process, Checklist Applicability, and Staff Responsiveness

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You don't often get email from [briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com). [Learn why this is important](#)

**\*External Email\***

Dear Ms. Romell:

I am writing to request your assistance in obtaining a clear determination from MTC regarding the review process for the City of San Ramon's Transportation Development Act Article 3 (TDA-3) application.

Over the past two weeks, I have been corresponding with Mr. Luis Garcia regarding several procedural questions related to completeness, accuracy, timeliness, and policy basis for the City's application. Mr. Garcia suggested that I bring my concerns to Contra Costa County Public Works, as they are currently reviewing the application. I did so, and spoke with Mr. Chris Lau last week.

However, Mr. Lau indicated that the County relies on MTC for policy interpretation and for determinations regarding completeness and required corrections. As a result, I now find myself being passed back and forth between MTC and the County without a clear answer from either agency on several core issues.

To summarize the unresolved questions:

### **1. Applicability of the Complete Streets Checklist Threshold**

Mr. Garcia stated that the City's request "is less than the funding threshold of \$250,000 for the Complete Streets Checklist," but also acknowledged that TDA-3 is not governed by MTC Resolution 4493 and is not a regional discretionary program.

Because of this contradiction, I still do not have a clear answer on:

- whether a Complete Streets Checklist is required for this TDA-3 application, and
- what specific policy authority establishes the \$250,000 threshold for TDA-3.

A definitive determination from MTC is essential for both the County and the public record.

## **2. “Fix-Later” Corrections and County Review Integrity**

Mr. Garcia also stated that if corrections are necessary, the City must correct the application and resubmit it to both the City Council and the County. However, the County is already in possession of the application and has begun its review.

A “fix-later” approach would mean the County is reviewing a defective application, which undermines its statutory role as the first eligibility screen and compromises the integrity of the County’s coordinated claim.

I am seeking clarification on whether MTC considers a “fix-later” approach acceptable for TDA-3 applications, or whether any errors or omissions are material to the County’s initial review and must be corrected before the County evaluates the application.

## **3. Accuracy of Questions 17 and 18 (PDA / TOC / EPC Proximity)**

Several project locations—particularly Priority Locations 16 and 19—appear proximate to the San Ramon City Center PDA/TOC area. These are objective, map-based determinations, and I am seeking confirmation on whether MTC will review the accuracy of these responses.

## **4. Timeliness if Corrections Are Required**

If corrections require resubmittal to both the City Council and the County, any corrected application would necessarily be submitted after the County’s January 29 deadline.

I am seeking clarification on whether such a corrected application would still be considered timely for this funding cycle.

## **5. Pattern of Non-Responsiveness and Public Trust**

I also want to note, respectfully, that the deliberate pattern of MTC staff choosing not to respond to inquiries—including those sent to the general information address ([info@bayareametro.gov](mailto:info@bayareametro.gov))—is particularly frustrating as a taxpayer. With significant transportation tax measures expected on the upcoming ballot, unresponsiveness from regional agencies can erode public trust. A lack of clear, timely communication from MTC is precisely the kind of experience that contributes to voter skepticism and undermines support for transportation funding.

I recognize the demands on staff time. At this point, however, I am simply trying to obtain a clear, consistent understanding of the process so that the County's review—and ultimately MTC's allocation—are based on accurate and complete information.

Any guidance or clarification you can provide, or direction to the appropriate person who can address these questions, would be greatly appreciated.

Thank you for your time and attention.

Sincerely,

Brian C. Swanson, AICP

San Ramon Resident

(925) 785-4013 - mobile

On Wed, Feb 18, 2026 at 2:12 PM Brian Swanson <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)> wrote:

Hi Luis,

Thank you for your earlier responses. I spoke with Mr. Lau earlier this afternoon, and he indicated that the City of San Ramon submitted its TDA-3 application on time and that, based on a preliminary review, he believes the application is complete.

At this point, I am concerned that I am being passed back and forth between MTC and the County without a clear determination from either agency regarding the completeness, accuracy, timeliness, and process governing the City's application. Several of the core questions I raised on February 9 remain unresolved.

The most important issue is the one I want to clarify directly with you:

1. Does MTC adhere to a "fix-later" approach for TDA-3 applications?

In your earlier message, you stated that if corrections are necessary, the City must correct the application and resubmit it to both the City Council and the County. However, the County is already in possession of the application and has begun its review.

A "fix-later" approach would mean the County is reviewing a defective application, which undermines its statutory role as the first eligibility screen and compromises the integrity of the County's coordinated claim.

Could you please clarify whether MTC considers a "fix-later" approach acceptable for TDA-3 applications, or whether any errors or omissions are material to the County's initial review and must be corrected before the

County evaluates the application?

## 2. Checklist Requirement and Policy Authority

You previously stated that the City's request is below the \$250,000 threshold for the Complete Streets Checklist, but also acknowledged that TDA-3 is not governed by Resolution 4493.

Because of this, I still do not have a clear answer on:

- whether a Complete Streets Checklist is required for this TDA-3 application, and
- what specific policy authority establishes the \$250,000 threshold for TDA-3.

A definitive determination from MTC would be helpful for both the County and the public record.

## 3. Accuracy of Questions 17 and 18 (PDA / TOC / EPC Proximity)

The City answered "No / No" to Questions 17 and 18. Several project locations—particularly Priority Locations 16 and 19—appear proximate to the San Ramon City Center PDA/TOC area.

Because these are objective, map-based determinations, could you please confirm whether MTC will review the accuracy of these responses, including proximity-based determinations?

## 4. Timeliness if Corrections Are Required

You stated that corrections would require resubmittal to both the City Council and the County.

Given that the City Council approved the application on January 27 and the County's deadline was January 29, any corrected application would necessarily be submitted after the deadline.

Could you please confirm whether a corrected application submitted after January 29 would still be considered timely for this funding cycle?

## 5. Need for a Clear MTC Determination

The County has indicated that they rely on MTC for policy interpretation. Without a clear determination from MTC on the issues above, the County cannot complete its review on a sound procedural basis.

I appreciate your assistance. My goal is simply to understand the governing process so that the County's review—and ultimately MTC's allocation—are based on accurate and complete information.

Regards,

Brian Swanson

(925) 785-4013 - mobile

On Tue, Feb 10, 2026 at 4:31 PM Brian Swanson <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)> wrote:

Sending again, with the corrected email address.

----- Forwarded message -----

From: **Brian Swanson** <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)>

Date: Mon, Feb 9, 2026 at 3:44 PM

Subject: URGENT: San Ramon TDA 3 Application – Request for County Determination on Completeness, Accuracy, and Timeliness

To: <[chris.lau@pw.ccounty.us](mailto:chris.lau@pw.ccounty.us)>

Cc: Luis Garcia <[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov)>

Mr. Lau:

I am forwarding the correspondence below regarding the City of San Ramon's Transportation Development Act Article 3 (TDA-3) application associated with Agenda Item 5.8 on the January 27, 2026 City Council agenda (pp. 77–87 of the City Council Meeting Agenda Packet which can be found at: <https://sanramonca.igmp2.com/Citizens/FileOpen.aspx?Type=1&ID=3968&Inline=True>). MTC staff have indicated that Contra Costa County Public Works is currently in possession of the City's application and is conducting the initial review for this year's coordinated countywide claim.

As reflected in the email chain below, I requested clarification from MTC regarding:

- the policy basis for the Complete Streets Checklist requirement under TDA-3,
- the accuracy of the City's responses to Questions 17 and 18, including proximity to PDAs/TOCs/EPCs, and
- whether the City's application is complete for County review purposes.

MTC has stated that if corrections are required, the City must correct the application and resubmit it to both the City Council and the County before MTC can consider the application complete.

Given that the City Council approved the application on January 27, 2026, and the County's deadline for applications was January 29, 2026, any corrected application would necessarily be submitted after the deadline.

Because the County's review is the first formal eligibility screen, and because the County is now in possession of the application, could you please confirm:

### **1. Completeness**

Whether Contra Costa County Public Works considers the City's current application complete for purposes of County review, given:

- the absence of the Complete Streets Checklist referenced in the staff report, and
- the City's "No / No" responses to Questions 17 and 18, despite several project locations (particularly Priority Locations 16 and 19) appearing proximate to the San Ramon City Center PDA/TOC area.

### **2. Accuracy**

Whether the County will independently verify the accuracy of the City's responses to Questions 17 and 18, including proximity-based determinations relative to:

- Priority Development Areas (PDAs),
- Transit-Oriented Communities (TOCs), and
- Equity Priority Communities (EPCs), and

These are objective, map-based determinations and appear material to the County's evaluation.

### **3. Timeliness**

If corrections are required and the City must resubmit the application to both the City Council and the County, could you please confirm whether a corrected application submitted after January 29 would still be considered timely for inclusion in the County's coordinated TDA-3 claim?

### **4. Required Resubmittal**

If the County determines that the application is incomplete or inaccurate, will the County require the City to correct and resubmit the application before forwarding any recommendations to MTC?

Ensuring that the application is accurate, complete, and timely before County review is essential to maintaining a defensible administrative record and ensuring that the County's coordinated claim reflects



correct and verified information.

Thank you for your time and attention. I appreciate your work in administering the TDA-3 program.

Regards,

Brian Swanson, AICP

San Ramon Resident

(925) 785-4013 - mobile

----- Forwarded message -----

From: **Luis Garcia** <[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov)>

Date: Mon, Feb 9, 2026 at 1:35 PM

Subject: RE: URGENT: San Ramon TDA 3 Application Deficiencies – Missing Complete Streets Checklists & Question 17/18 Assertions

To: Brian Swanson <[brianswanson.fed@gmail.com](mailto:brianswanson.fed@gmail.com)>

Good afternoon Brian,

The TDA article 3 program is not formally named in MTC resolution 4493 and though it not a regional discretionary funding program in the same sense as other programs that MTC administers, it is a funding program that MTC approves and endorses each year.

When such corrections are necessary to an application, MTC would require that the jurisdiction not only correct the application itself but resubmit to their city council for approval as well as the County. At this time, I would suggest you bring your concerns to the Contra Costa County coordinator as they are in possession and in the process of reviewing the City of San Ramon's application. Please email Chris Lau at ([chris.lau@pw.cccounty.us](mailto:chris.lau@pw.cccounty.us)).

Best,

Luis

Luis Garcia

Transit Operations Funding Coordinator

MTC, Funding Policy and Programs

[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov) | (415)778-6788

**From:** Brian Swanson <[briancswanson.fed@gmail.com](mailto:briancswanson.fed@gmail.com)>

**Sent:** Monday, February 9, 2026 9:23 AM

**To:** Luis Garcia <[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov)>

**Subject:** Re: URGENT: San Ramon TDA 3 Application Deficiencies – Missing Complete Streets Checklists & Question 17/18 Assertions

**\*External Email\***

Hi Luis,

Thank you again for your response. I want to follow up on several points that are procedurally significant for both MTC and Contra Costa County Public Works.

1. Applicability of the \$250,000 Complete Streets Checklist Threshold

To ensure I am relying on the correct governing documents, could you please provide the specific citation—whether in MTC Resolution 4493, the Regional Complete Streets Policy, or another source—where the \$250,000 threshold is formally applied to TDA-3 projects? My understanding is that TDA-3 is not a regional discretionary program, but a county-level allocation of Local Transportation Fund (LTF) revenues, so I want to make sure I am referencing the correct policy basis.

2. Completeness of the City's Application Prior to County Review

Contra Costa County Public Works is currently reviewing applications for this cycle. Because the County's review is the first formal eligibility screen, the City's application must be accurate and complete before the County evaluates it. A "fix later" approach would undermine the County's ability to conduct a valid review.

The City Council approved the application without the attachments referenced in the staff report, and the City's responses to Questions 17 and 18 raise factual issues.

3. Proximity to Regionally Adopted Geographies (Questions 17 and 18)

Questions 17 and 18 involve objective, map-based determinations about whether the project is:

- within an Equity Priority Community,

- within a Priority Development Area (PDA),
- within a Transit-Oriented Community (TOC),
- or otherwise proximate to these geographies.

Several of the project locations—particularly Priority Locations 16 and 19, and potentially others—appear to be very close to the San Ramon City Center PDA/TOC area. If proximity is relevant to these determinations, the City's "No / No" responses may be inaccurate.

Because these proximity-based determinations are material to the County's initial review, could you please confirm:

1. Whether MTC considers the City's current application complete for County review purposes;
2. Whether MTC will review the City's responses to Questions 17 and 18 for accuracy, including proximity-based determinations; and
3. The appropriate Contra Costa County Public Works contact for TDA-3 coordination (generally at: [admin@pw.cccounty.us](mailto:admin@pw.cccounty.us), or possibly, Monish Sen at [monish.sen@pw.cccounty.us](mailto:monish.sen@pw.cccounty.us), or others), so I can ensure they are aware of the documentation and accuracy concerns before forwarding recommendations to MTC.

Thank you again for your assistance. Ensuring that the application is accurate and complete before County review is essential to maintaining a defensible administrative record.

Best regards,

Brian C. Swanson, AICP  
(925) 785-4013 - mobile

On Thu, Feb 5, 2026 at 3:38 PM Luis Garcia <[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov)> wrote:

Hi Brian,

Thank you for raising your concerns regarding this proposed project for City of San Ramon.

Contra Costa County Public Works is in the process of reviewing applications and determining funding awards for the upcoming award cycle for this grant program. As such, the County has not submitted their list of projects to MTC, and we are awaiting their determination of grant awards. Based on the agenda item you linked below, it looks like the City of San Ramon is applying for \$243,257 in TDA article 3 funds, which is less than the funding threshold of \$250,000 for the Complete Streets Checklist, so the City is not required to submit a checklist with their application.

I will ask the city to revise their application to enter no on the Complete Streets question, when it is submitted later this year.

Let me know if you have any other questions or concerns.

Best,

Luis Garcia

Transit Operations Funding Coordinator

MTC, Funding Policy and Programs

[lgarcia@bayareametro.gov](mailto:lgarcia@bayareametro.gov) | (415)778-6788

Bay Area Metro Center | 375 Beale Street | Suite 800

San Francisco, CA 94105 | (415)778-6700

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**From:** Brian Swanson <[brianswanson.fed@gmail.com](mailto:brianswanson.fed@gmail.com)>

**Sent:** Monday, February 2, 2026 9:30 AM

**To:** TDA <[tda@bayareametro.gov](mailto:tda@bayareametro.gov)>

**Cc:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>; Diane Dohm <[ddohm@bayareametro.gov](mailto:ddohm@bayareametro.gov)>; Karl Anderson <[kanderson@bayareametro.gov](mailto:kanderson@bayareametro.gov)>

**Subject:** URGENT: San Ramon TDA 3 Application Deficiencies – Missing Complete Streets Checklists & Question 17/18 Assertions

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You don't often get email from [brianswanson.fed@gmail.com](mailto:brianswanson.fed@gmail.com). [Learn why this is important](#)

**\*External Email\***

To the Metropolitan Transportation Commission Transit Development Act Program Staff:

I am writing to request immediate review of the City of San Ramon's Transportation Development Act Article 3 (TDA-3) grant application associated with **Agenda Item 5.8** on the **January 27, 2026** City Council agenda (pp. 77–87 of the City Council Meeting Agenda Packet which can be found at: <https://sanramonca.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=3968&Inline=True>).

Although the Agenda Item 5.8 Staff Report states that the application is complete and ready for approval, the **required Complete Streets Checklists were not attached** to the materials provided to the public. As you know, these checklists are mandatory components of a valid TDA-3 submission and are essential for demonstrating compliance with MTC's Complete Streets Policy and the TDA-3 program requirements.

The San Ramon City Council approved this application during its January 27, 2026 meeting without the required documentation attached to the Agenda Item 5.8 Staff Report, I am requesting that MTC:

**1. Confirm whether the City of San Ramon submitted the Complete Streets Checklists to MTC.**

They were not included in the publicly posted agenda packet, and the City has not demonstrated that they were completed or reviewed by City Council.

**2. Review the City's responses to Application Questions 17 and 18.**

The assertions made in these sections may be inconsistent with on-the-ground conditions and with the City's, Contra Costa Transportation Authority's, and MTC's own adopted plans and designated areas. Without the required checklists, the accuracy of these responses cannot be independently verified.

**3. Ensure that no TDA-3 funds are released until the City provides a complete, accurate, and publicly accessible application package.**

The public must have access to all required materials—including the Complete Streets Checklists—before the City Council approves the application and before MTC considers it complete.

Thank you for your attention to this matter. Transparency and procedural compliance are essential to maintaining public trust in the TDA-3 program and ensuring that funds are allocated only to projects that meet MTC's adopted standards.

Sincerely,

Brian C. Swanson, AICP

San Ramon Voter, Taxpayer, and Resident



Brian Swanson &lt;briancswanson.fed@gmail.com&gt;

## Draft EIR: Public Comment and Response Requested: Forecast Risk, CEQA Deficiencies, VMT/Climate, Utilities/Energy, Public Services, and Administrative Record Access

Brian Swanson &lt;briancswanson.fed@gmail.com&gt;

Thu, Dec 18, 2025 at 4:47 PM

To: eircomments@bayareametro.gov

Cc: "info@bayareametro.gov" &lt;info@bayareametro.gov&gt;

To the Plan Bay Area 2050+ CEQA/Environmental Review Team:

I am a resident, voter, and taxpayer of the City of San Ramon and Contra Costa County, and a certified planner specializing in transportation impact analysis. I submit this comment in opposition to certification of the Draft Environmental Impact Report (Draft EIR or "DEIR") for Draft Plan Bay Area 2050+ ("Draft Plan") as currently prepared.

My opposition is based on the DEIR's structural forecast risk and the downstream legal, fiscal, operational, and environmental exposure the Draft Plan and DEIR transfer to local jurisdictions and project sponsors—especially because Plan Bay Area 2050+ functions as the Bay Area's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), and because local agencies routinely tier subsequent planning, capital programming, and California Environmental Quality Act (CEQA) analyses from these regional assumptions and regional impact conclusions.

The DEIR contains important admissions and useful analysis; however, it remains severely inadequate as an informational document for CEQA purposes because it relies on a single primary growth forecast/control total without disclosing the range of reasonably foreseeable outcomes through high/medium/low growth-forecast envelopes and without presenting the resulting range of impacts across the full set of systems CEQA requires the DEIR to analyze (transportation/VMT, greenhouse gases, air quality, energy, utilities, public services/facilities, and related topics).

### 1. Forecast bias + single-forecast planning undermines CEQA disclosure and shifts intolerable downstream risk to locals

#### 1.1. The DEIR admits a major baseline miss, yet states the methodology/assumptions were retained

The DEIR explicitly acknowledges that the Bay Area's 2020 population baseline was nearly 200,000 people lower than previously projected and then explicitly states the underlying methodology and assumptions were kept intact. This is a critical admission because it confirms the same modeling structure persists even after a material baseline error. [DEIR, Ch. 2 (Project Description), p. 2-29 (PDF p. 137)]

From a CEQA standpoint, this admission triggers a duty to disclose forecast uncertainty as a driver of impact uncertainty. If the DEIR acknowledges a material baseline miss and continuity of methods, it is not defensible to present one set of control totals as the single operative future without also disclosing a high/medium/low envelope and the range of impacts that follow from those different futures.

This is the core Forecast Bias and single-forecast planning deficiency: a single forecast path is being used to support region-shaping decisions, while the DEIR itself concedes the baseline volatility and methodological continuity that make single-path disclosure unreliable for decision-makers and the public.

## **1.2. The DEIR's own growth table shows why "jobs-led" anchor risk and overestimation risk remain material**

Table 2-14 (Regional Growth Forecasts) [DEIR, Table 2-14, p. 2-29 (PDF p. 137)] states the Plan's forecast trajectory through 2050, including:

Population: 7,749,000 (2020) → 9,586,000 (2050)

Employment: 4,025,000 (2020) → 5,436,000 (2050)

Households: 2,798,000 (2020) → 3,796,000 (2050)

Those figures imply (and require the DEIR to transparently evaluate) a very large scale of growth and associated infrastructure/service demand:

Population increase: +1,837,000 (about +24%)

Employment increase: +1,411,000 (about +35%)

Household increase: +998,000 (about +36%)

When employment grows materially faster than population in the modeled control totals, it amplifies the risk that jobs totals are being used as an upstream anchor that can inflate downstream travel demand, VMT baselines, and investment rationales unless the model chain explicitly corrects for structural factors (including multiple jobholding, telework persistence, and the observed post-COVID reconfiguration of commute patterns). This is not merely a technical nuance; it becomes a CEQA adequacy issue because the DEIR's significance conclusions and mitigation feasibility are sensitive to these forecasts.

## **1.3. The DEIR must analyze impacts under high/medium/low growth envelopes, not only one "primary" control total**

Because this plan is an RTP/SCS with regionwide consequences—and because the DEIR's own text confirms the baseline volatility—the DEIR must present impacts under at least three plausible growth-forecast envelopes:

- High growth (upper-bound employment/population/households)
- Medium growth (central estimate)
- Low growth (conservative baseline consistent with slower growth conditions)

This is not optional “extra analysis.” Without it, the DEIR fails to disclose the range of reasonably foreseeable environmental impacts, and it shifts unacceptable downstream risk to local governments and project sponsors who must tier from this DEIR.

This single-forecast framing is also directly connected to your other deficiencies:

- Fiscal Incompleteness (local agencies bear infrastructure/service burdens under uncertain growth)
- Service and Infrastructure Gaps (schools/health/utilities are sensitive to growth levels)
- Performance and Accountability Gaps (no triggers for course correction when forecasts are wrong)
- Top-Down Governance (locals inherit burdens without a feasibility framework)

## **2. Transportation and VMT: SB 743 makes forecast error legally consequential at the local project level**

The DEIR acknowledges SB 743’s shift under CEQA from congestion/Level of Service to vehicle miles traveled (VMT) as the transportation impact metric of record. [DEIR, Sec. 3.15 (Transportation), p. 3.15-14 (PDF p. 708)]

Because SB 743 makes VMT central, forecast error is no longer a “planning sensitivity” issue—it becomes a CEQA evidentiary problem and a project-level litigation risk:

- If upstream growth inputs are inflated, the regional model can generate inflated VMT baselines.
- Inflated baselines can create misleading impressions that certain strategies “reduce VMT” when they are merely reducing VMT relative to an inflated counterfactual.
- Local projects that tier from these baselines can be exposed if CEQA findings rely on phantom VMT reductions that do not materialize in real-world behavior.

CEQA significance determinations are ultimately made using thresholds of significance established by lead agencies (often local jurisdictions). A regional DEIR that relies on a single growth forecast and a single modeled VMT pathway does not adequately support local agencies’ threshold-based determinations, particularly in a post-COVID context where travel behavior uncertainty is material.

Required DEIR fix (transport/VMT): The DEIR must present high/medium/low forecast envelopes and show how VMT outcomes and VMT significance conclusions vary under each envelope—including sensitivity to telework, commute mode shifts, and realistic transit uptake assumptions.

## **3. Greenhouse gases, climate, and energy: the DEIR concedes key impacts remain Significant and Unavoidable, and that implementation is outside MTC/ABAG’s enforceable control**

The DEIR’s climate/greenhouse gas/energy section contains a direct and important admission:



- “there is no assurance” the mitigation level would achieve the regional reductions needed to attain statewide targets;
- MTC and ABAG “cannot require local implementing agencies to adopt” mitigation;
- “Even with full implementation... forecasted emissions would not be reduced to target levels... Therefore, this impact would be significant and unavoidable (SU).” [DEIR, Sec. 3.6 (Climate Change, Greenhouse Gases, and Energy), p. 3.6-49 (PDF p. 371)]

This is a central CEQA adequacy issue for three reasons:

1. Significance and unavoidable impacts require transparent disclosure and meaningful alternatives. If major climate impacts are significant and unavoidable, the DEIR must demonstrate it has analyzed a reasonable range of alternatives and mitigation pathways and disclose the real limitations of enforceability.
2. Delegation without feasibility becomes a CEQA problem. The DEIR states MTC/ABAG “cannot require local implementing agencies to adopt the above mitigation measure, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation.” [DEIR, Sec. 3.6 (Climate Change, Greenhouse Gases, and Energy), p. 3.6-49 (PDF p. 371)] This reinforces your Top-Down Governance deficiency: the regional plan advances growth-driving strategies while conceding implementation authority and fiscal burden largely sit with locals.
3. This should force scenario envelopes. If even full mitigation cannot assure target attainment under one forecast, the DEIR must disclose how a low-growth forecast and a high-growth forecast change the magnitude of GHG impacts, the probability of attainment, and the scale of mitigation required.

#### **4. Energy supply, EV charging, and utility engagement must be treated as core feasibility constraints, not a footnote**

##### **4.1. The DEIR describes electricity supply structure (PG&E, Community Choice Aggregators, ISO) but does not demonstrate active utility engagement commensurate with plan scale**

The DEIR explains that electricity in the region is supplied through an integrated system, identifying Pacific Gas and Electric Company (PG&E), Community Choice Aggregators, and the role of the California Independent System Operator (ISO). [DEIR, Sec. 3.14 (Public Utilities and Facilities), pp. 3.14-19-21 (PDF pp. 663-665)]

This discussion is necessary—but insufficient—given the Draft Plan’s major transportation electrification strategy implications.

##### **4.2. The Draft Plan’s program direction includes EV adoption; therefore grid capacity and distribution upgrade feasibility must be explicitly addressed and tied to enforceable commitments**

The DEIR states the Draft Plan includes substantial funding directed to non-transportation strategy categories including environmental strategies such as “increased adoption of

electric vehicles and transportation demand management.” [DEIR, Ch. 2 (Project Description), p. 2-30 (PDF p. 138)]

This is where the DEIR currently falls short as a practical disclosure document: EV adoption is not simply a “transportation” outcome; it is a grid planning and capital delivery program involving distribution upgrades, substation capacity, interconnection, rate impacts, and reliability constraints.

Given the breadth and depth of the Draft Plan and the DEIR, PG&E and other energy suppliers/load-serving entities must be actively engaged in the program assumptions and implementation pathways underlying:

- EV charger deployment assumptions and timelines
- Load growth projections and peak coincidence assumptions
- Distribution/transmission constraint identification
- Capital improvement and cost allocation frameworks (including who pays and affordability impacts)

Required DEIR fix (energy/EV): Provide an enforceable, transparent utility engagement framework (letters/commitments, assumptions, constraints, upgrades, and cost/affordability analysis) and analyze these issues under high/medium/low growth envelopes (because growth and land use patterns strongly affect where chargers are needed and what upgrades are required).

## **5. Public services, facilities, and “delegated mitigation” create fiscal and operational exposure that the DEIR must analyze—not simply acknowledge**

The DEIR states plainly that schools, libraries, police, fire, parks, and related services are provided by a range of agencies, including cities, counties, special districts, and other providers. [DEIR, Sec. 3.13 (Public Services and Recreation), pp. 3.13-1-5 (PDF pp. 627-631)]

This supports a core point: the Draft Plan drives growth and infrastructure demand, but delivery and funding of many essential services and facilities remains local and often fiscally constrained.

This is the Fiscal Incompleteness and Service and Infrastructure Gaps deficiency in CEQA terms: where service impacts are foreseeable, CEQA requires adequate disclosure of the impact pathway and the feasibility of mitigation (including funding and implementing authority realities). Simply stating that other agencies provide services is not sufficient for a region-shaping program when the DEIR simultaneously relies on a single growth forecast and concedes that MTC/ABAG cannot require local implementation of key mitigation. [DEIR, Sec. 3.13 (Public Services and Recreation), pp. 3.13-1-5 (PDF pp. 627-631)]

Required DEIR fix (services/fiscal): Add an appendix that (at minimum) discloses the order-of-magnitude service demands and capital/operating implications under high/medium/low forecast envelopes for:

- Schools and school operations
- Emergency response (police/fire/EMS)

- Parks/recreation
- Public health and healthcare access
- Water, wastewater, stormwater systems
- Energy distribution upgrades (especially EV charging)

## **6. Funding uncertainty and lack of performance/accountability triggers are CEQA-relevant because they affect feasibility of mitigation and the plan's ability to avoid/lessen impacts**

The DEIR describes forecast transportation revenues of \$512 billion (2025–2050) and states that 83% of that amount is “reasonably expected,” with 17% “new.” [DEIR, Ch. 2 (Project Description), Table 2-15, p. 2-30 (PDF p. 138)]

From a CEQA standpoint, this funding uncertainty and the plan's scale require Performance and Accountability mechanisms—because mitigation and impact reduction rely on actual delivery, operations, and adaptive correction.

Required DEIR fix (accountability): The DEIR (and the Mitigation Monitoring and Reporting Program that follows it) should include binding, measurable triggers such as:

- Forecast reconciliation every 3 years (population, employment, housing, VMT, transit boardings, and emissions)
- If divergence from the adopted forecast exceeds a defined threshold (e.g.,  $\pm 5\text{--}10\%$ ) for two reconciliation cycles, require:
  - a formal re-prioritization of major investments, and/or
  - supplemental CEQA review to disclose the new impact pathway

Without such triggers, the DEIR functions as a “static” disclosure document for a “dynamic” planning reality, and it leaves local jurisdictions carrying the risk of mis-forecasting.

## **7. Administrative record transparency and access must be improved: posting standards and link integrity are part of meaningful public participation**

Given the breadth of the Draft Plan and DEIR, meaningful CEQA participation requires that the administrative record be easy to locate, verify, and cite. Therefore:

All public materials (the Draft Plan, the DEIR, all technical/supplemental reports, appendices/attachments, and all submitted public comments and agency responses) must be posted together and directly adjacent to the relevant meeting agenda item(s) on the main meeting webpage, reachable in one or two clicks, not separated into multi-click “landing pages.” Link integrity and accessibility must be actively maintained to allow the public to locate and verify the record without unnecessary barriers.

## **Requested Actions (DEIR-Level Remedies)**

Before certifying a Final EIR, I respectfully request that MTC/ABAG provide a detailed written response (accept/reject with evidence and timelines) and revise/recirculate analysis as needed to incorporate the following:

1. High/Medium/Low Growth Envelopes: Run and publish high/medium/low growth-forecast envelopes through the model/analysis chain and provide comparative impact tables for VMT, greenhouse gases, air quality, energy demand (including EV charging load), public utilities, and public services/facilities.
2. VMT Robustness Under SB 743: Disclose how VMT conclusions change under each envelope and provide clear guidance for local agencies on how to tier without inheriting an inflated regional baseline.
3. Climate/GHG Mitigation Feasibility: Address the DEIR's admission that impacts remain significant and unavoidable and that MTC/ABAG cannot require local implementation of key measures; provide enforceable commitments or clearly disclose the limits and the consequences.
4. Energy/EV + Utility Engagement: Demonstrate active engagement by PG&E and other load-serving entities commensurate with the plan's EV adoption and charging needs; disclose constraints, upgrade pathways, costs, and affordability impacts.
5. Fiscal Sustainability + Service Capacity Appendix: Provide a CEQA-relevant disclosure of service/infrastructure delivery feasibility under each envelope (schools, emergency response, parks, water/stormwater, energy upgrades).
6. Performance Benchmarks + Triggers: Adopt measurable performance benchmarks and automatic triggers for re-prioritization/supplemental review if observed conditions diverge materially from the adopted forecast.
7. Administrative Record Posting Standard: Implement the posting and link-integrity standard described above to ensure meaningful public participation and a verifiable record.

Respectfully submitted,

Brian Swanson, AICP  
San Ramon, Contra Costa County, California

Appendix H.

# Transportation-Air Quality Conformity Analysis for the 2027 TIP (MTC Resolution No. 4785)

# 2027 Transportation Improvement Program: Transportation-Air Quality Conformity Report



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If you require this document in a different format, please contact the MTC-ABAG Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or call (415) 778-6757 for assistance.

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# Executive Summary

This report presents the initial transportation conformity determination for the 2027 Transportation Improvement Program (2027 TIP), and re-conforms Plan Bay Area 2050+, in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP). The analysis shows that the long-range regional plan and TIP meet all applicable air quality requirements under the federal Clean Air Act and U.S. Environmental Protection Agency (EPA) regulations.

Transportation conformity ensures that regional transportation activities do not interfere with efforts to meet or maintain the National Ambient Air Quality Standards. For MTC, transportation conformity applies to pollutants for which the Bay Area Air Basin is designated nonattainment — specifically, ground-level ozone and fine particulate matter (PM<sub>2.5</sub>). This analysis evaluates emissions from implementation of the long-range regional plan and TIP, including implementation of all regionally significant and non-exempt transportation projects.

The analysis follows procedures established in the EPA-approved Bay Area Conformity State Implementation Plan (SIP) and was carried out in consultation with the Bay Area Air District, California Air Resources Board, Caltrans, EPA, Federal Highway Administration and Federal Transit Administration.

MTC developed the initial framework for this analysis in July 2023, using the latest planning assumptions and EPA-approved models to estimate future travel activity and vehicle emissions. Travel activity forecasts were generated in spring 2026 using MTC's Travel Model 1.6, and emissions were estimated in EMFAC2021 with EPA-approved adjustment factors from November 2025 and May 2026. For ozone, transportation conformity was tested using the emissions budget test based on the 2001 Ozone Attainment Plan. For PM<sub>2.5</sub>, transportation conformity was tested using the baseline interim emissions test, comparing projected emissions to 2008 baseline levels.

## Key Findings:

- **Ground-Level Ozone** — Modeled regional emissions of volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), under summertime conditions, are below the SIP budgets for all analysis years (2030, 2040 and 2050).
- **PM<sub>2.5</sub>** — Modeled regional emissions of direct PM<sub>2.5</sub> and NO<sub>x</sub>, under wintertime conditions, are below the 2008 baseline levels for all analysis years (2030, 2040 and 2050).

All Transportation Control Measure commitments in the 2001 Ozone Attainment Plan have been fully implemented, and this analysis reflects the most up-to-date data, models, and assumptions reviewed through interagency consultation.

**Conclusion:** Based on this analysis, the 2027 TIP and Plan Bay Area 2050+ conform to the SIP. The Bay Area meets federal transportation conformity requirements for ozone and PM<sub>2.5</sub>, confirming that regional transportation activities support both mobility and clean air goals.

# Introduction

This report documents the transportation-air quality conformity analysis for the San Francisco Bay Area's Transportation Improvement Program (2027 TIP) and long-range regional plan — Plan Bay Area 2050+. The analysis demonstrates that the Metropolitan Transportation Commission (MTC) meets all federal requirements under the Clean Air Act (CAA) and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Rule. Conformity ensures that implementing transportation strategies, projects and programs within a long-range regional plan and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

MTC prepared this transportation conformity determination in conjunction with the adoption of the 2027 TIP, which programs federally funded and regionally significant transportation projects, including those needing National Environmental Policy Act (NEPA) approvals, and reaffirms conformity for Plan Bay Area 2050+.

MTC prepares and adopts the initial conformity determination in consultation with the Bay Area Air District, California Air Resources Board (CARB), California Department of Transportation (Caltrans), and federal partners including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and EPA. Following MTC action, FHWA and FTA — acting on behalf of the U.S. Department of Transportation (U.S. DOT) — review and issue the final federal transportation conformity determination. Only after this federal determination is issued may U.S. DOT fund, authorize or approve regionally significant or non-exempt transportation projects included in the long-range regional plan or TIP.

The most recent regional transportation conformity determination was issued jointly by FHWA and FTA on June 8, 2026, for Plan Bay Area 2050+ and the Amended 2025 TIP. Prior to this federal action, MTC approved the associated regional conformity analysis, made an initial conformity determination, and adopted Plan Bay Area 2050+ and the Amended 2025 TIP (MTC Resolution No. 4750).

## Regulatory Framework

Transportation conformity is implemented through a coordinated federal, state and regional regulatory structure. This section outlines the key legal and procedural requirements governing transportation conformity in the Bay Area, including federal CAA provisions, EPA regulations, and state and regional conformity procedures adopted by MTC and its partner agencies.

## Transportation Conformity

Transportation conformity is a federal CAA requirement that links transportation and air quality planning. It ensures that federal transportation plans, programs, and projects conform to the State Implementation Plan (SIP) for achieving and maintaining the NAAQS.

Conformity applies in areas designated by EPA as nonattainment, where air quality does not meet the NAAQS, or as maintenance areas, where air quality has improved but must continue to meet the standards. Within these areas, federally funded or approved transportation plans, programs and projects must be consistent with applicable SIP elements for the relevant pollutants.

A conformity determination is required at least once every four years, or whenever a Metropolitan Planning Organization (MPO), such as MTC, adopts a new long-range regional plan or TIP, or amends either in a way that adds or revises a regionally significant or non-exempt transportation project.

This conformity determination demonstrates that the implementation of the transportation strategies, projects and programs included in the long-range regional plan and TIP will not:

- Cause or contribute to new violations of air quality standards;
- Increase the frequency or severity of existing violations; or
- Delay timely attainment of the NAAQS.

This conformity determination follows the procedures and criteria established in:

- The Clean Air Act (as amended in 1990);
- The EPA Transportation Conformity Rule (40 CFR Part 93, Subpart A);
- The EPA-approved San Francisco Bay Area 2001 Ozone Attainment Plan (2001 Plan);
- The EPA-approved San Francisco Bay Area Transportation Air Quality Conformity Protocol (adopted under MTC Resolution No. 3757); and,
- Guidance from Caltrans, CARB, FHWA and FTA.

## Bay Area Procedures and Governance

The San Francisco Bay Area Transportation Air Quality Conformity Protocol (“Conformity SIP”) establishes the procedures for implementing federal transportation conformity requirements under the CAA. First adopted in 1994 to comply with the 1990 CAA Amendments, the Conformity SIP defined the interagency consultation and conformity procedures to demonstrate conformance with the SIP.

The Conformity SIP has been periodically updated to reflect changes in federal and state requirements and to strengthen regional coordination. The most recent version — adopted jointly by MTC, Association of Bay Area Governments (ABAG), and the Bay Area Air District — was approved by EPA on December 28, 2023 (EPA-R09-OAR-2023-0203) and became effective on January 29, 2024.

Under the Conformity SIP, MTC must adhere to specific interagency consultation and conformity procedures to conduct regional emissions analyses and coordinate reviews with the Bay Area Air District, CARB, and federal partners (EPA, FHWA, and FTA). The Conformity SIP specifies agency roles and responsibilities, consultation and conflict-resolution processes, and requirements for timely implementation of Transportation Control Measures (TCMs). It also requires that conformity analyses use the latest planning assumptions and EPA-approved emissions models.

MTC may not adopt or approve any transportation plan, program or project that does not conform to the SIP:

- A plan refers to the long-range regional plan (Plan Bay Area 2050+).
- A program refers to the TIP (2027 TIP).
- A project includes all regionally significant projects, as well as any non-exempt highway or transit improvement requiring FHWA or FTA approval or funding.

## National Ambient Air Quality Standards

One of the original goals of the CAA was to establish and achieve the NAAQS nationwide to protect public health from the effects of air pollution. EPA sets these standards for six principal (“criteria”) pollutants<sup>1</sup> that pose risks to human health and the environment:

- Ground-Level Ozone (O<sub>3</sub>);
- Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>);
- Carbon Monoxide (CO);
- Nitrogen Oxides (NO<sub>x</sub>);
- Lead (Pb); and
- Sulfur Oxides (SO<sub>x</sub>).

EPA establishes exposure limits for each pollutant based on extensive, peer-reviewed scientific research, and periodically reviews and updates these standards. When new or revised standards are issued, EPA evaluates regional air quality monitoring data and designates whether each region meets, does not meet, or has previously violated and now meets the standard. Regions may be classified as:

- **Attainment or unclassifiable**, meaning they meet the standard;
- **Nonattainment**, meaning they do not meet the standard; or
- **Maintenance**, meaning they previously violated a standard but now meet it and must ensure continued compliance.

Federal law requires areas designated nonattainment by EPA to prepare comprehensive plans describing how they will attain and maintain compliance with the applicable standard. These plans are known as SIPs. A SIP is not a single document, but rather a collection of regional and pollutant-specific plans that together form a comprehensive, statewide framework for air quality management.

Each SIP is tailored to address specific pollutants and air quality needs within a given region. While all SIPs rely on a combination of federal, state and local measures, the specific components — such as district rules, enforceable control measures, motor vehicle emissions budgets, or TCMs — are included only when necessary to demonstrate attainment or maintenance of a standard.

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<sup>1</sup> For information on each pollutant, see <https://www.epa.gov/criteria-air-pollutants/information-pollutant>

In California, CARB serves as the lead agency for the SIP. In the Bay Area, the Bay Area Air District, in coordination with MTC, develops the regional SIP elements, which CARB then reviews, adopts and submits to EPA for approval.

## Bay Area Air Pollutant Designations

Transportation conformity in the Bay Area applies to the geographic area designated by EPA as nonattainment or maintenance for one or more pollutants. This Bay Area Air District jurisdiction — referred to as the Bay Area Air Basin — includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo and Santa Clara Counties, as well as portions of Solano and Sonoma Counties, as shown in Figure 1. This conformity area differs slightly from the MTC regional planning area covered in the long-range regional plan and TIP, which includes the same nine counties in their entirety.

Within the Bay Area Air Basin, the EPA has made the following nonattainment designations for transportation-related pollutants:

- **Ground-level Ozone**, Nonattainment under the 2008 and 2015 8-hour standards
- **Particulate Matter (PM<sub>2.5</sub>)**, Nonattainment under the 24-hour standard

Transportation conformity for carbon monoxide (CO) is no longer required in the Bay Area. The Bay Area Air Basin was redesignated to CO attainment effective April 9, 1998 (63 FR 16205), with an EPA-approved maintenance plan covering a 20-year period through June 1, 2018. The Bay Area maintained compliance with the 8-hour standard during that time, ending transportation conformity requirements.

### Ozone (2008 and 2015, 8-Hour Standard)

EPA first established the 8-hour ground-level ozone standard in 1997 at 0.08 parts per million (ppm), replacing the previous 1-hour ozone standard. The Bay Area was designated nonattainment for the 1997 standard effective June 15, 2004 (69 FR 23858). EPA later strengthened the 8-hour standard to 0.075 ppm in 2008 and to 0.070 ppm in 2015 to provide greater public health protection. Based on recommendations from CARB, EPA finalized area designations for the 2015 standard on June 4, 2018, classifying the Bay Area Air Basin as marginal nonattainment, effective August 3, 2018 (83 FR 25776). The Bay Area Air Basin remains **designated marginal nonattainment** for both the 2008 and 2015 8-hour ground-level ozone standards.

### PM<sub>2.5</sub> (2006, 24-Hour Standard)

EPA first established the standard for fine particulate matter (PM<sub>2.5</sub>) in 1997, setting a 24-hour standard of 65 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) and an annual standard of 15  $\mu\text{g}/\text{m}^3$ . The 24-hour standard was strengthened to 35  $\mu\text{g}/\text{m}^3$  in 2006 to provide additional public health protection. Based on monitoring data from 2007–2009, EPA designated the Bay Area Air Basin as nonattainment for the 2006 24-hour PM<sub>2.5</sub> standard, effective December 14, 2009 (74 FR 58688).

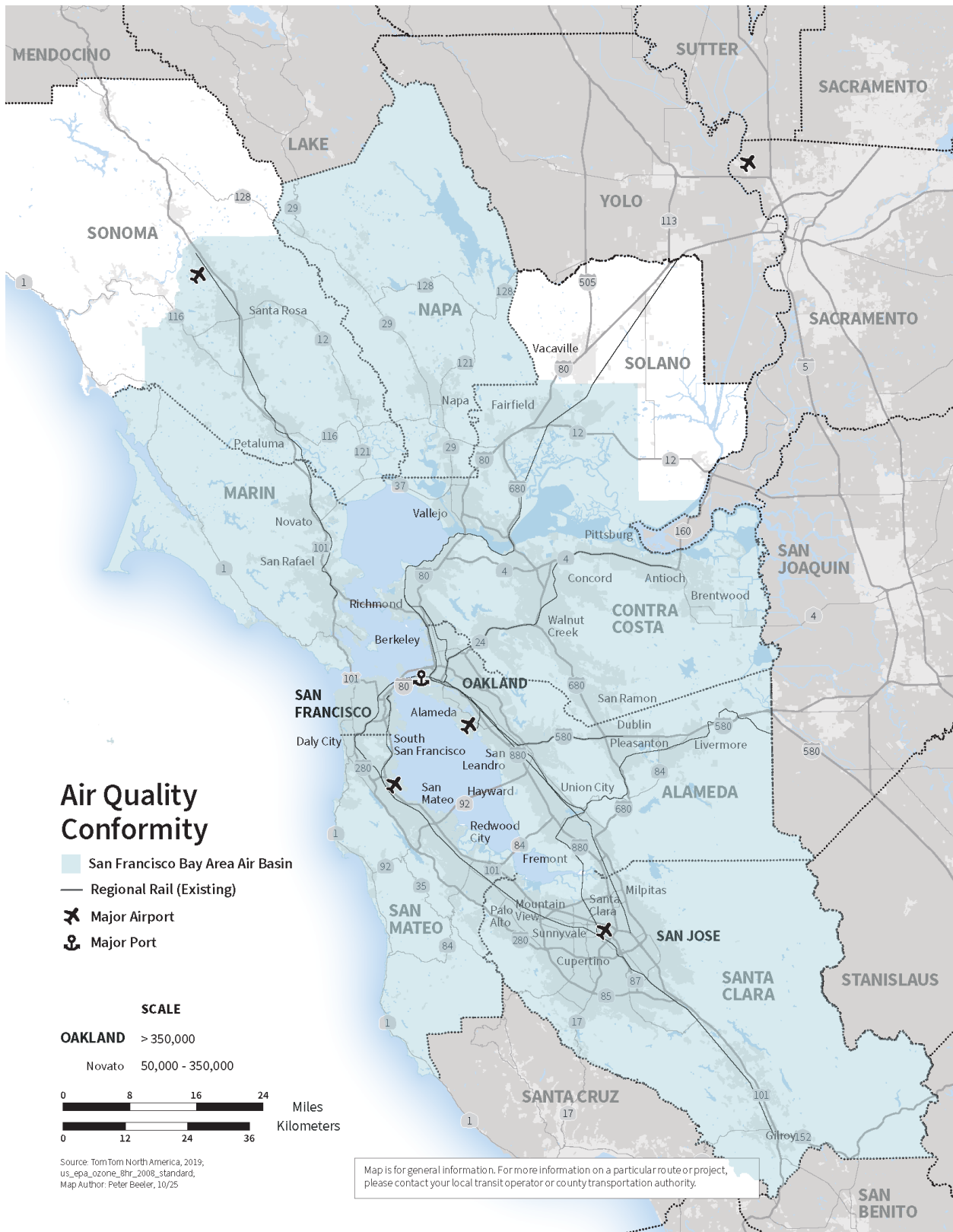
On January 9, 2013, EPA determined that the Bay Area attains the 24-hour PM<sub>2.5</sub> standard (78 FR 1760). This clean data determination suspended additional SIP planning requirements, such as the need for an attainment demonstration or new on-road motor vehicle emissions budgets, while the region continues to meet the standard. The Bay Area Air Basin remains formally designated

**moderate nonattainment** for the 2006 24-hour PM<sub>2.5</sub> standard until a redesignation request and maintenance plan are approved by EPA.

EPA revised the annual PM<sub>2.5</sub> standard to 12.0 µg/m<sup>3</sup> in 2012, for which the Bay Area Air Basin was designated unclassifiable/attainment, effective April 15, 2015 (80 FR 2206). In February 2024, EPA further strengthened the annual PM<sub>2.5</sub> standard to 9.0 µg/m<sup>3</sup> to enhance protection of public health; this progress was challenged in November 2025 when EPA filed a motion with the U.S. Court of Appeals to vacate the 2024 annual PM<sub>2.5</sub> standard and revert to the 2012 annual standard of 12.0 µg/m<sup>3</sup>. If the 2024 rule stays in effect, area designations under the revised standard are expected in 2027.



Figure 1: Map of Bay Area Transportation Conformity Area



# Regional Plans, Programs, and TCMs

Transportation conformity applies to the TIP, long range regional plan, and applicable TCMs in the SIP. The TIP, long range regional plan, and TCMs provide the basis for the emissions analysis and conformity determination.

## Transportation Improvement Program

The TIP is a four-year, fiscally constrained programming document that identifies near-term surface transportation investments in the San Francisco Bay Area. It includes projects that receive federal funds, require federal approvals, or are classified as regionally significant. The 2027 TIP covers fiscal years 2027 through 2030 and primarily consists of projects carried forward from the Amended 2025 TIP. MTC approved the Amended 2025 TIP and the Transportation–Air Quality Conformity Analysis for the Amended 2025 TIP on March 25, 2026. The TIP has since been revised through subsequent amendments and administrative modifications in accordance with the relevant procedures (Amended 2025 TIP).

The 2027 TIP is expected to be adopted by the Commission in September 2026. Federal approval of the 2027 TIP is expected in December 2026.

MTC prepares and adopts the TIP at least every four years, in coordination with Caltrans, local jurisdictions and transit operators. The TIP must demonstrate year-by-year financial constraint. It must also be consistent with the adopted long-range regional plan and must conform to applicable air quality requirements.

## Plan Bay Area 2050+

Plan Bay Area 2050+ is the Bay Area’s long-range regional plan, serving as the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), as required under federal and state law. Plan Bay Area 2050+ was adopted jointly by MTC and ABAG on March 25, 2026. The plan presents an integrated approach across four elements — transportation, housing, the economy, and the environment — outlining 35 coordinated strategies that provide a blueprint for accommodating future growth and making the Bay Area more equitable and resilient through 2050.

The Plan Bay Area 2050+ Transportation Element is organized around three themes and twelve strategies, through which transportation projects and programs are prioritized for implementation, consistent with the revenues identified in the plan’s transportation revenue forecast. The forecast includes both existing and new reasonably expected revenues from federal, state, regional and local sources through 2050.

The Plan Bay Area 2050+ Transportation Project List translates this long-range vision into a specific set of prioritized transportation investments expected to open by 2050. Project costs are shown in year-of-expenditure dollars and do not exceed the transportation revenue forecast. The list identifies projects and programs eligible to advance through funding and regulatory processes, including all regionally significant and non-exempt projects subject to transportation conformity.

As required by federal and state regulations, Plan Bay Area 2050+ covers a minimum 20-year planning horizon, is updated every four years, and demonstrates fiscal constraint. The plan also fulfills the requirements of California Senate Bill 375 (Steinberg, 2008) by integrating transportation and land use strategies to reduce greenhouse gas (GHG) emissions from cars and light-duty trucks, consistent with targets established by CARB.

## Regionally Significant Projects

Under federal transportation conformity regulations, regionally significant and other non-exempt projects form the foundation of the regional emissions analysis. The Conformity SIP defines regionally significant projects as transportation projects — other than exempt projects — on facilities that serve regional transportation needs and would normally be represented in the regional travel demand model. This includes all principal arterial roadways and fixed-guideway transit facilities that provide an alternative to regional highway travel. All regionally significant projects in the long-range regional plan and TIP are explicitly represented in Travel Model 1.6.1 (TM1.6.1) network assumptions used for this regional emissions analysis.

Projects are otherwise classified as exempt or non-exempt under 40 CFR §93.126–93.128, depending on their potential to affect emissions or travel behavior. Fully exempt projects (§93.126) include maintenance, safety and operational improvements that do not increase transportation system capacity or alter traffic patterns. These projects are excluded from the regional emissions analysis and are not subject to interagency consultation or project-level conformity review, except for verification of their exemption status.

Projects listed under §93.127 are not fully exempt from transportation conformity requirements. These projects are exempt from the regional emissions analysis but still require project-level conformity review. As a result of the Bay Area’s PM<sub>2.5</sub> nonattainment designation, these projects are evaluated through interagency consultation to determine whether they are a Project of Air Quality Concern (POAQC). Projects identified as POAQCs are required to undergo a project-level PM<sub>2.5</sub> hot-spot analysis, consistent with EPA and FHWA guidance, to assess localized air quality impacts. See Appendix C and Appendix D for a list of regionally significant and non-exempt projects included in this analysis.

## Transportation Control Measures

TCMs are strategies designed to reduce on-road motor vehicle emissions, playing a key role in helping regions meet and maintain federal air quality standards under the CAA. Once approved into the SIP, TCMs become enforceable commitments.

### Regulatory Framework and MTC Responsibilities

Under federal transportation conformity regulations, MPOs like MTC are responsible for ensuring timely implementation of all TCM commitments in the SIP.

MTC’s transportation conformity determination must demonstrate that:

- All applicable TCMs are being implemented on schedule or have been completed;

- No TCM commitments have been delayed or withdrawn without appropriate substitution through the SIP process; and
- Progress on TCM implementation is tracked and documented as part of regional transportation conformity analyses and air quality reporting.

## History of Bay Area TCMs

The Bay Area's TCM commitments have evolved through successive SIP revisions, reflecting long-standing efforts to reduce transportation-related emissions:

- 1982 Bay Area Air Quality Plan: Introduced 12 ozone-related TCMs.
- 1990 Federal Court Order: In response to a court order, MTC adopted 16 additional contingency TCMs to ensure reasonable further progress toward attainment.
- 1994 Ozone Maintenance Plan: Incorporated the contingency TCMs into the SIP.
- Carbon Monoxide Measures: Two additional TCMs addressed localized carbon monoxide concerns in downtown San Jose.
- 2001 Ozone Attainment Plan: Added five new measures (TCMs A–E), which were fully funded in the 2001 Regional Transportation Plan and TIP.
- EPA 2004 Finding of Attainment: Approved TCMs A–E into the SIP and confirmed that all 33 TCMs (1–28 and A–E) had been fully implemented.

## Status of Bay Area TCMs

All TCMs included in the approved SIP have been implemented and remain enforceable under the federal CAA (69 FR 54006, September 7, 2004). MTC monitors and maintains these commitments through ongoing regional transportation planning and funding programs. MTC fulfills these responsibilities in coordination with the Bay Area Air District and CARB.

See Appendix E for additional information on TCMs.

# Modeling & Assumptions

This transportation conformity analysis is based on the latest available planning assumptions at the time the conformity analysis begins, with 2023 as the base year, using an integrated set of regional models to estimate future travel activity and mobile-source emissions. These methods reflect current forecasts for land use and population, updated transportation network assumptions, and the most recent emissions modeling tools approved for use in California. Model results have been analyzed for reasonableness and compared to historical trends.

Consistent with MTC’s established interagency consultation procedures, modeling assumptions, data inputs and methods were shared with the Air Quality Conformity Task Force for review and concurrence prior to finalizing this analysis.

## Socioeconomic and Land Use Forecasts

The socioeconomic and land use assumptions used in this analysis are based on the regional growth forecast for Plan Bay Area 2050+, developed by MTC and ABAG. <sup>2</sup> These forecasts — summarized in Table 1 — provide projections of population, employment, households and housing units through 2050, serving as core inputs to the regional land use and travel models.

Table 1. Plan Bay Area 2050+ Regional Growth Forecast (1000s)

| Forecast             | 2020  | 2025  | 2030  | 2035  | 2040  | 2045  | 2050  | % Change<br>2020 to 2050 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|--------------------------|
| <b>Population</b>    | 7,749 | 7,723 | 8,048 | 8,476 | 8,903 | 9,266 | 9,586 | 24%                      |
| <b>Employment</b>    | 4,025 | 4,154 | 4,661 | 4,855 | 5,079 | 5,255 | 5,436 | 35%                      |
| <b>Households</b>    | 2,798 | 2,902 | 3,027 | 3,312 | 3,511 | 3,662 | 3,796 | 36%                      |
| <b>Housing Units</b> | 2,875 | 3,018 | 3,187 | 3,486 | 3,696 | 3,855 | 3,996 | 39%                      |

## Land Use and Travel Demand Modeling

This analysis uses an integrated modeling framework composed of the regional land use model, Bay Area UrbanSim 2 (BAUS2), and the regional activity-based travel model TM1.6.1. Together, these tools simulate how land development and travel activity would evolve over the plan horizon

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<sup>2</sup> ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast, and which is carried forward into Plan Bay Area 2050+. The Plan Bay Area 2050+ Regional Growth Forecast was shared in draft form in November 2023 to the MTC and ABAG committees and was proposed to be carried forward into the Final Blueprint phase as the Final Regional Growth Forecast for Plan Bay Area 2050+. The final Regional Growth Forecast was approved as part of the Final Blueprint in 2025.

in response to changes guided by the regional growth forecast and strategies adopted in Plan Bay Area 2050+. <sup>3</sup>

## Bay Area UrbanSim 2: Land Use Model

BAUS2 is a parcel-based land use model that simulates how development and redevelopment occur across the Bay Area. Built on a detailed base-year dataset of existing buildings, households, jobs and local land use policies, the model projects growth in five-year increments by adhering to the regional growth forecast of Plan Bay Area 2050+.

New households and jobs are allocated across the Bay Area through sub-models that account for market conditions and neighborhood characteristics. BAUS2 also integrates strategies from Plan Bay Area 2050+ — such as density and intensity changes — that shape the location and pattern of future development. The model forecasts household and employment estimates for Bay Area Travel Analysis Zones (TAZ) for five-year time increments; these serve as essential inputs to the regional travel model.

## Travel Model 1.6.1: Travel Model

TM1.6.1 is a regional, activity-based travel demand model used to simulate daily activities for residents of the Bay Area. It forecasts how, when and where people travel by accounting for trip purpose, time of day, travel mode and destination. The model captures how travelers respond to regionally significant and other non-exempt transportation projects and policies, quantifying the collective impact of individual decisions on the Bay Area's transportation networks.

The modeling framework includes two primary tools: a population synthesizer and the travel model itself. The population synthesizer creates a synthetic population of individuals and households, assigning detailed characteristics to ensure realistic simulation of daily activities. These characteristics are calibrated at the TAZ level to align with Census data and land use forecasts. TM1.6.1 then uses this synthetic population to simulate weekday travel behavior under typical conditions: school in session, typical weather conditions and no major disruptions.

TM1.6.1 operates across 1,454 TAZs and uses household and job projections from BAUS2 to model activity and forecast trip origins and destinations. Zone-to-zone travel impedances — represented by travel time, distance and cost — influence travelers' mode and route choices. <sup>4</sup> As a result, the model is reasonably sensitive to changes in travel time, cost and other factors that affect travel behavior. TM1.6.1 uses Utility Expression Calculators (UECs) to account for zone-to-zone travel impedances in discrete choice modeling. <sup>5</sup>

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<sup>3</sup> See Draft Plan Bay Area 2050+ [Modeling and Forecasting Report](#) for more information.

<sup>4</sup> See Travel Model One documentation on skims for the measurements of time, distance and cost. See documentation on [model iterations](#) and [iteration steps](#) for more information on how skims affect mode choice, trip generation and trip assignment.

<sup>5</sup> See Travel Model One documentation on [the Utility Expression Calculator](#) and [detailed Utility Sheet](#) for definitions of the choice models. The documentation further explains how Utility Expression Calculators (UECs) account for such impedances in discrete choice modeling. MTC staff also conducted travel model sensitivity tests as part of [Plan Bay Area 2050](#) and [Plan Bay Area 2050+](#).



The model's transportation networks incorporate regionally significant and other non-exempt projects in Plan Bay Area 2050+, along with other planned investments and policy strategies. Outputs include key travel activity metrics such as vehicle miles traveled (VMT) by speed bin, time of day and county. Results are input into EMFAC, California's emissions modeling tool, to estimate on-road motor vehicle emissions through the plan horizon year.

The travel model is regularly updated. The current analysis uses Travel Model 1.6 (version 1.6.1), released in May 2025, which is a minor update to Travel Model 1.5. While Travel Model 1.5 used 2015 as its base year and was calibrated and validated to 2015 conditions, Travel Model 1.6 updates the base year to 2023 to reflect post-COVID conditions and travel patterns.

Specifically, model inputs incorporate 2023 assumptions for land use, roadway networks (links and tolls), and transit networks (routes, frequencies and fares). Travel Model 1.6 was updated to represent post-COVID work-from-home patterns and changes in mode preference and was calibrated and validated to 2023 conditions based on observed data from the Caltrans Performance Measurement System (PeMS) and the National Transit Database (NTD). These updates ensure that the travel model used in the conformity analysis is no more than 10 years old as of this conformity analysis and determination date. Additional details on data sources supporting the base-year model update are provided in Table 8, Planning Assumptions table in Appendix B. Additional details on calibration of TM1.6.1 can be found in TM 1.6.1 Calibration and Validation Report.<sup>6</sup>

## Integrated Land Use and Travel Modeling

BAUS2 and TM1.6.1 are designed to work in tandem, exchanging information in an iterative feedback loop that links land use and transportation outcomes. TM1.6.1 provides BAUS2 with accessibility measures for future years, capturing how planned infrastructure investments and policy strategies affect the ease of travel for different locations in the Bay Area. These accessibility measures indirectly influence where new housing units are more likely to locate.

In turn, BAUS2 supplies TM1.6.1 with projected land use patterns, including the spatial distribution of households, jobs and other activities that define trip origins and destinations. This information, provided at the TAZ level, reflects how growth and redevelopment unfold over the plan horizon year.

By exchanging these inputs, the two models allow land use patterns to respond to changes in the transportation system, while travel forecasts account for evolving development patterns. This feedback loop captures the dynamic interplay between land use and transportation, ensuring that forecasts reflect both the potential for induced travel demand and the long-term impacts of policy decisions.

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<sup>6</sup> See [TM1.6.1 Calibration and Validation Report](#) for more information

Figure 2. Integrated Modeling Framework



## Modeled Network Capacity by Analysis Year

Regionally significant and other non-exempt projects from Plan Bay Area 2050+ and the Amended 2025 TIP are represented in Travel Model 1.6's transportation networks to reflect changes in system capacity over the plan horizon. These projects include capacity-enhancing investments such as new roadways, additional freeway lanes, express lanes or major transit expansions.

Projects are represented in the model networks based on their anticipated implementation, or opening year. This phasing allows the model to represent the evolving transportation network at each analysis year and ensures that emissions estimates are based on facilities and services reasonably expected to be open at that time. The resulting network changes, in combination with changes in land use, directly influence travel forecasts and associated vehicle activity used in the regional emissions analysis.

Table 2 summarizes the changes in network capacity by analysis year.

Table 2. Modeled Network Capacity

| Facility Type                   | 2023          | 2030          | 2040          | 2050          |
|---------------------------------|---------------|---------------|---------------|---------------|
| Freeway Lane-Miles              | 5,057         | 5,122         | 5,186         | 5,189         |
| Priced Freeway Lane-Miles       | 9%            | 11%           | 100%          | 100%          |
| Freeway Ramp Lane-Miles         | 665           | 669           | 675           | 676           |
| Expressway Lane-Miles           | 1,096         | 1,098         | 1,129         | 1,144         |
| Arterial Lane-Miles             | 8,657         | 8,597         | 8,638         | 8,581         |
| Collector Lane-Miles            | 5,508         | 5,507         | 5,518         | 5,518         |
| <b>Total Roadway Lane-Miles</b> | <b>20,983</b> | <b>20,993</b> | <b>21,147</b> | <b>21,108</b> |
| Local Bus Seat-Miles            | 9,176,800     | 10,324,900    | 12,034,900    | 12,852,900    |
| Express Bus Seat-Miles          | 1,456,700     | 1,873,900     | 2,624,700     | 2,890,600     |
| Light Rail Seat-Miles           | 1,921,600     | 1,963,800     | 2,964,600     | 3,172,800     |
| Heavy Rail Seat-Miles           | 12,522,900    | 20,214,300    | 21,199,200    | 21,199,200    |
| Commuter Rail Seat-Miles        | 5,494,900     | 6,134,200     | 7,322,300     | 7,322,300     |



| Facility Type                   | 2023              | 2030              | 2040              | 2050              |
|---------------------------------|-------------------|-------------------|-------------------|-------------------|
| Ferry Seat-Miles                | 852,100           | 1,466,000         | 1,990,700         | 2,148,800         |
| <b>Total Transit Seat-Miles</b> | <b>31,425,000</b> | <b>41,977,100</b> | <b>48,136,400</b> | <b>49,586,600</b> |

## Emissions Modeling

This transportation conformity analysis uses CARB’s Emission FACTors model (EMFAC2021 v1.0.2), approved by EPA on November 23, 2022 (87 FR 71576) for use in SIP development and transportation conformity analyses. Recent state and federal regulatory actions affect some of the assumptions embedded in EMFAC2021; therefore, this analysis incorporates CARB-developed and EPA-approved off-model adjustment factors to ensure emissions estimates reflect the most current federally approved methods.

### EMFAC2021

EMFAC2021 is California’s official mobile-source emissions model, developed by CARB and approved by EPA for use in SIPs and transportation conformity analyses. It reflects California-specific vehicle fleet characteristics, emissions control programs and environmental conditions, and generates emissions for key pollutants and precursors. These include volatile organic compounds (VOC), reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), and fine particulate matter (PM2.5). This transportation conformity analysis focuses on VOC, NOx and PM2.5.

EMFAC2021 estimates emissions for all on-road vehicle classes — including light- and medium-duty passenger vehicles, medium- and heavy-duty trucks, buses, and motorcycles — operating under a range of speeds, roadway types and environmental conditions. The model incorporates the latest data on vehicle population, age distribution, travel activity, fuel properties, and inspection and maintenance programs, as well as the effects of adopted statewide emissions standards and control measures.

County-level vehicle activity estimates were developed using outputs from TM1.6. These daily VMT estimates, stratified by EMFAC-defined speed bin, serve as the primary input to EMFAC2021. Using these inputs, the model applies pollutant-specific emission rates by vehicle class, speed, fuel type, and seasonal condition to estimate total on-road emissions. In addition to VMT inputs, EMFAC2021 incorporates vehicle fleet mix and age distribution data from both Department of Motor Vehicles (DMV) registrations and EMFAC defaults, seasonal adjustment factors based on county-level meteorological profiles, and regulatory control programs finalized prior to 2020.

### Off-Model Adjustment Factors

In June 2025, federal action under the Congressional Review Act (CRA) revoked several CARB waivers under the CAA that had allowed California to enforce stricter vehicle-emissions standards, including Advanced Clean Cars II, Advanced Clean Trucks (ACT), and heavy-duty “Omnibus” regulations. Because some of these standards were embedded in EMFAC2021 assumptions, CARB

developed off-model adjustment factors to remove the emission reductions attributed to ACT, Zero Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Omnibus regulations from EMFAC2021.

EPA approved these off-model adjustment factors on November 24, 2025, for use in SIP development and transportation conformity analyses. The November 2025 adjustment factors supersede prior interim off-model adjustment factors for EMFAC2021 approved by EPA in 2023, which accounted for the emission benefits of California’s heavy-duty Vehicle Inspection & Maintenance Program (the “HD I/M Program”).

In February 2026, EPA partially approved California’s HD I/M Program into the California SIP for vehicles registered in-state and partially disapproved the regulation as applied to vehicles registered out of state (91 FR 5325). On May 6, 2026, the EPA approved additional off-model HD I/M adjustment factors for use in SIP development and transportation conformity analysis, in conjunction with the November 2025 adjustment factors. The May 2026 adjustment factors account for emissions reductions from the approved portion of the HD I/M Program for California-registered vehicles only.

The off-model adjustment factors are multipliers applied to emissions modeled by EMFAC2021. They affect emissions estimates for NO<sub>x</sub> (exhaust), PM<sub>2.5</sub> (exhaust, brake wear, tire wear), PM<sub>10</sub> (exhaust, brake wear, tire wear), and ROG (exhaust and evaporative), depending on the pollutant and source category.

For this analysis, EMFAC2021 outputs were adjusted using the EPA-approved November 2025 and May 2026 adjustment factors to reflect updated regulatory assumptions and ensure consistency with current federally approved methods. Model inputs included VMT by speed bin, time of day and county as generated by TM1.6.1. EMFAC2021 default values were used for fleet composition, vehicle age distribution and seasonal adjustments.

## Travel Activity Inputs

Table 3, Summary of Modeled Travel Activity, summarizes select travel activity inputs supporting EMFAC2021 emissions modeling. Figure 3, Summary of Modeled Mode Share, illustrates mode share estimates by year for all trips regionwide.

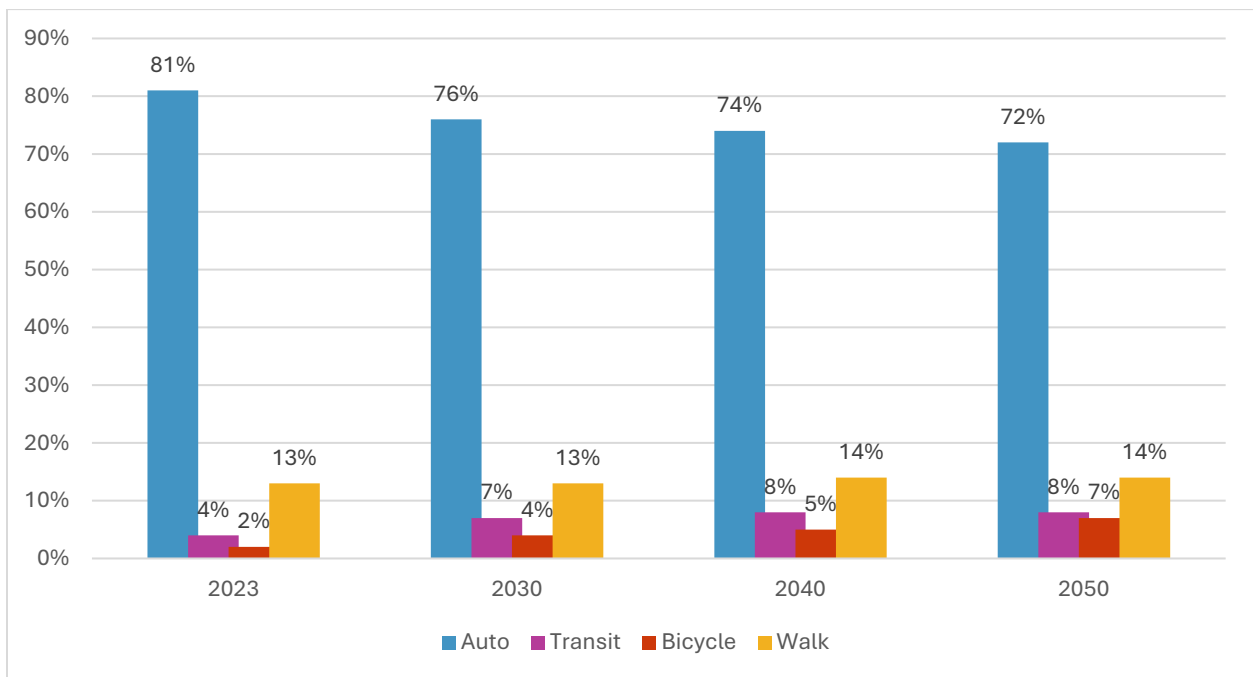
MTC staff determined that the results, summarized in Table 3 and Figure 3, are reasonable when compared with historical trends. The increase in daily VMT is associated primarily with population and employment growth. The relatively low transit mode share in 2023 is largely attributable to post-COVID work-from-home patterns and changes in travel behavior. Compared with pre-COVID conditions, more Bay Area workers are working remotely, and workers are less likely to use transit when commuting to work. In future years, transit and bicycle trips are expected to increase modestly, while auto trip share is expected to decline. Implementing Plan Bay Area 2050+ transportation and land use strategies, including all regionally significant projects and other non-exempt projects from the 2027 TIP, would account for the change.

**Table 3. Summary of Modeled Travel Activity – Bay Area Air Basin**

| Travel Activity            | 2023        | 2030        | 2040        | 2050        |
|----------------------------|-------------|-------------|-------------|-------------|
| <b>Vehicles in Use</b>     | 4,112,000   | 4,565,000   | 4,849,000   | 5,355,000   |
| <b>Daily Engine Starts</b> | 20,811,000  | 23,127,000  | 24,643,000  | 27,336,000  |
| <b>Daily VMT*</b>          | 150,959,000 | 163,785,000 | 170,249,000 | 183,927,000 |

Note: includes VMT assigned to the travel model network and intrazonal VMT.

**Figure 3. Summary of Modeled Mode Share – All Trips**



# Conformity Demonstration

This section outlines the conformity test procedures and analysis years used to demonstrate compliance with EPA's Transportation Conformity Rule.

## Conformity Tests and Budgets

Under EPA's Transportation Conformity Rule, specific test procedures are used to demonstrate that long-range regional plans and TIPs meet applicable air quality requirements. The type of test applied depends on whether the SIP includes an EPA-approved motor vehicle emissions budget for the pollutant in question.

Two transportation conformity test types are used:

- **Budget Test:** Applied when an approved SIP establishes a motor vehicle emissions budget for a specific pollutant. Regional emissions from the long-range regional plan and the TIP must be less than or equal to the SIP budget for each analysis year.
- **Interim Emissions Test (Baseline):** Used when no approved emissions budget is available. Regional emissions from the "build" scenario (long-range regional plan and TIP) must not exceed emissions from a designated baseline.

For this transportation conformity analysis, the appropriate test for each pollutant was determined based on the availability of approved SIP on-road motor vehicle emissions budgets and applicable SIP provisions.

- **Ground-Level Ozone** was evaluated using the emissions budget test, based on the EPA-approved VOC and NOx budgets from the 2001 Ozone Attainment Plan.
- **PM<sub>2.5</sub>** was evaluated using the interim emissions test, specifically the baseline year test, as no budgets have been approved. PM<sub>2.5</sub> and NOx emissions were compared against 2008 baseline year emissions, as established through interagency consultation.

## Ozone Budget Test

This conformity analysis uses the motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx)—the primary precursors to ground-level ozone—established in the San Francisco Bay Area 2001 Ozone Attainment Plan. The budgets, summarized in Table 4, remain in effect for transportation conformity under the 2008 and 2015 8-hour standards until superseded by EPA action. EPA found the budgets adequate on February 14, 2002, and formally approved them on April 22, 2004. They incorporate emission reductions from mobile-source control measures and the five TCMs committed by the 2001 Ozone Attainment Plan. The VOC and NOx budgets apply to all analysis years in this conformity determination.

Because the Bay Area is classified as a marginal nonattainment area, it is not required to prepare a new attainment demonstration or update its motor vehicle emissions budgets. As a result, ground-level ozone conformity continues to be demonstrated using the VOC and NOx budgets from the 2001 Ozone Attainment Plan (69 FR 54006, September 7, 2004).

For this analysis, transportation conformity is demonstrated if forecasted emissions of VOC and NOx from implementation of the long-range regional plan and TIP are less than or equal to the approved motor vehicle emissions budgets in each analysis year.

Table 4. VOC and NOx Emissions Budgets from 2001 Ozone Attainment Plan (tons/day)

| Pollutant  | 2006 On-Road Motor Vehicle Emissions | 2006 Mobile Source Control Measure Benefits | 2006 TCM Benefits | On-Road Motor Vehicle Emissions Budget |
|------------|--------------------------------------|---------------------------------------------|-------------------|----------------------------------------|
| <b>VOC</b> | 168.5                                | (4.0)                                       | (0.5)             | <b>164.0</b>                           |
| <b>NOx</b> | 271.0                                | n/a                                         | (0.7)             | <b>270.3</b>                           |

A summary of the five 2001 Ozone Attainment Plan-committed TCMs and their contribution to ozone precursor emission reductions is provided in Table 5.

Table 5. Emission Reductions for TCMs A – E from 2001 Ozone Attainment Plan (tons/day)

| TCM                                           | VOC Emission Reductions through December 2006 | NOx Emission Reductions through December 2006 |
|-----------------------------------------------|-----------------------------------------------|-----------------------------------------------|
| TCM A: Regional Express Bus Program           | 0.20                                          | 0.20                                          |
| TCM B: Bicycle/Pedestrian Program             | 0.04                                          | 0.03                                          |
| TCM C: Transportation for Livable Communities | 0.08                                          | 0.12                                          |
| TCM D: Expansion of Freeway Service Patrol    | 0.10                                          | 0.25                                          |
| TCM E: Transit Access to Airports             | 0.09                                          | 0.13                                          |
| <b>Total Reductions</b>                       | <b>0.5</b>                                    | <b>0.7</b>                                    |

## PM2.5 Interim Emissions Test (Baseline Year Test)

Because no EPA-approved on-road motor vehicle emissions budget has been established for PM2.5, this conformity analysis applies the interim emissions test, using the baseline year test to demonstrate that regional on-road motor vehicle emissions remain at or below baseline-year levels.

Under this test, projected regional emissions from the long-range regional plan and TIP must be less than or equal to those from a designated baseline year. Through interagency consultation at the Air Quality Conformity Task Force on May 28, 2015, MTC, in coordination with partner agencies, selected 2008 as the baseline year, consistent with EPA guidance and the Bay Area's SIP development timeline for PM2.5.

For this analysis, transportation conformity is demonstrated if forecasted emissions of direct PM2.5 (from exhaust, brake wear, tire wear, and re-entrained road dust) and NOx (as a PM2.5 precursor) from implementation of the long-range regional plan and TIP are less than or equal to 2008 baseline levels in each analysis year.

## Analysis Years Modeled

This transportation conformity analysis evaluates emissions for a set of analysis years selected in accordance with federal transportation conformity requirements. For this analysis, emissions were modeled for **2030, 2040** and **2050**.

The analysis includes all existing regionally significant highway and transit facilities and services, as well as other non-exempt projects, from the long-range regional plan and TIP. Projects expected to open between 2025 and 2030 are included in the 2030 analysis network; those anticipated between 2025 and 2040 are included in the 2040 network; and those expected between 2025 and 2050 are incorporated into the 2050 network.

# Regional Emissions Analysis

This section presents modeled regional emissions for each pollutant subject to transportation conformity in the Bay Area. Results show that regional emissions for all analysis years (2030, 2040 and 2050) meet the applicable transportation conformity tests, demonstrating that the 2027 TIP and Plan Bay Area 2050+ satisfy all federal transportation conformity requirements.

## Ozone Precursors: VOC and NOx

Table 6 summarizes modeled on-road motor vehicle emissions of volatile organic compounds (VOC) and nitrogen oxides (NOx) for 2030, 2040 and 2050, compared against applicable motor vehicle emissions budgets established in the 2001 Ozone Attainment Plan. Emissions were modeled under summertime conditions, consistent with the SIP, which established summertime budgets for ozone precursors.

Table 6. Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day)

| Year | VOC Budget <sup>1</sup> | Net VOC Emissions with CARB Adjustment Factors <sup>2</sup> | Net VOC Emissions with TCM Reduction <sup>3, 4</sup> |
|------|-------------------------|-------------------------------------------------------------|------------------------------------------------------|
| 2030 | 164.0                   | 23.0                                                        | 22.5                                                 |
| 2040 | 164.0                   | 18.4                                                        | 17.9                                                 |
| 2050 | 164.0                   | 18.0                                                        | 17.5                                                 |
| Year | NOx Budget <sup>1</sup> | Net NOx Emissions with CARB Adjustment Factors <sup>2</sup> | Net NOx Emissions with TCM Reduction <sup>3, 4</sup> |
| 2030 | 270.3                   | 22.9                                                        | 22.2                                                 |
| 2040 | 270.3                   | 18.1                                                        | 17.4                                                 |
| 2050 | 270.3                   | 19.0                                                        | 18.3                                                 |

<sup>1</sup> 2001 Ozone Attainment Plan

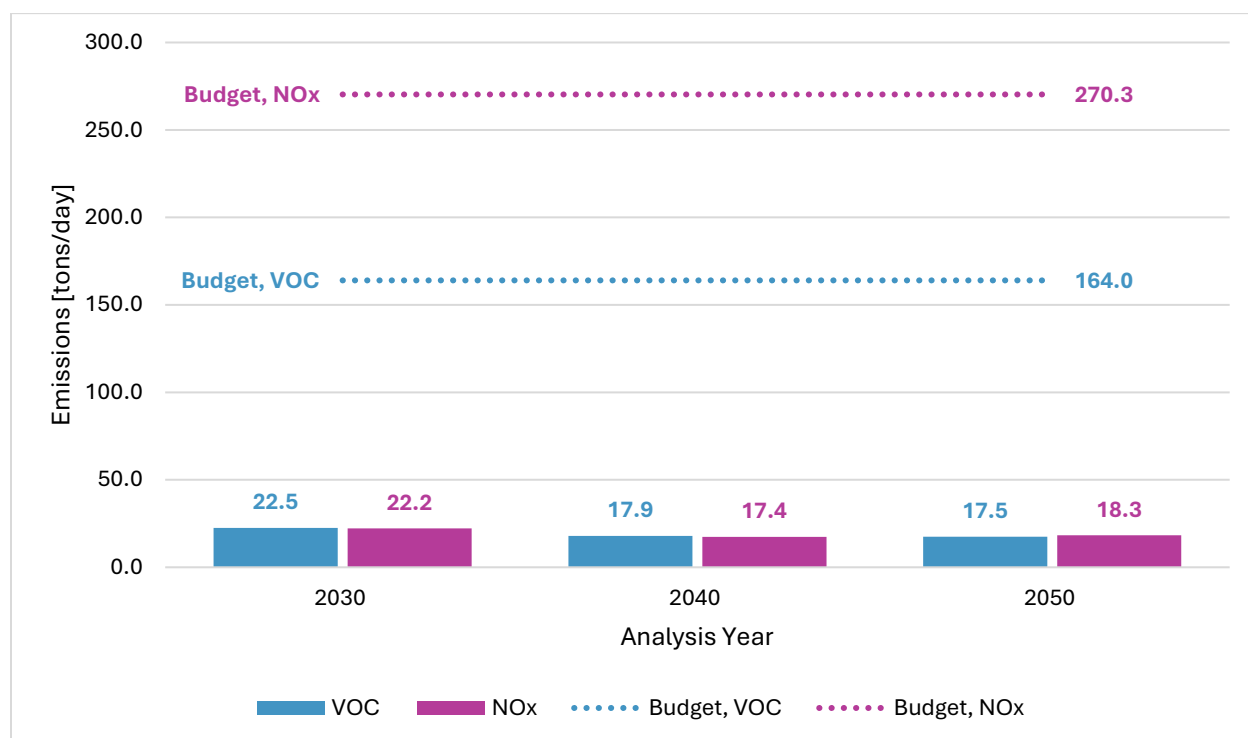
<sup>2</sup> CARB EMFAC2021 off-model adjustment factors applied to years 2030 through 2050 to remove the benefits of the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations. CARB EMFAC 2021 off-model adjustment factors applied to years 2030 through 2050 to account for emissions reductions benefits from the HD I/M regulation.

<sup>3</sup> The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the mobile-source VOC and NOx emission inventories for 2006 and beyond.

<sup>4</sup> TCM Reduction Benefits of (0.5) tons/day of VOC and (0.7) tons/day of NOx applied to all mobile-source emission inventories in Table 4.

Figure 4 shows that projected emissions remain well below the approved SIP budgets in all analysis years.

Figure 4: Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day)



**Conclusion:** Projected ozone precursor emissions from the 2027 TIP and Plan Bay Area 2050+ are below the applicable SIP motor vehicle emissions budgets for all analysis years. Therefore, **the Bay Area meets the federal transportation conformity requirements for ozone.**

## Fine Particulate Matter (PM2.5)

Table 7 summarizes modeled on-road motor vehicle emissions of directly emitted PM2.5 (including exhaust, brake wear, tire wear and re-entrained road dust) and NOx (as a PM2.5 precursor) for 2030, 2040 and 2050, compared against 2008 baseline levels consistent with the Baseline Year Test. Emissions were modeled under wintertime conditions, consistent with EPA guidance and regional air quality modeling practices for particulate matter analyses.

Table 7. PM2.5 and NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)

|                          | 2008 Baseline Year | 2030 <sup>1</sup> | 2040 <sup>1</sup> | 2050 <sup>1</sup> |
|--------------------------|--------------------|-------------------|-------------------|-------------------|
| <b>PM2.5<sup>2</sup></b> | 8.21               | 1.57 (3.85)       | 1.63 (4.22)       | 1.80 (4.66)       |
| <b>NOx</b>               | 227.71             | 26.18             | 20.66             | 21.59             |

<sup>1</sup> CARB EMFAC2021 off-model adjustment factors applied to years 2030 through 2050 to remove benefits of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations. CARB EMFAC 2021 off-model adjustment factors applied to years 2030 through 2050 to account for emissions reductions benefits from the HD I/M regulation.

<sup>2</sup> Reported PM2.5 emissions reflect exhaust, brake wear and tire wear. Parenthetical values also account for re-entrained road dust, which is provided for informational purposes only.



Figures 5 and 6 show that projected emissions of PM2.5 and NOx remain well below the 2008 baseline levels in all analysis years.

Figure 5. PM2.5 Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)

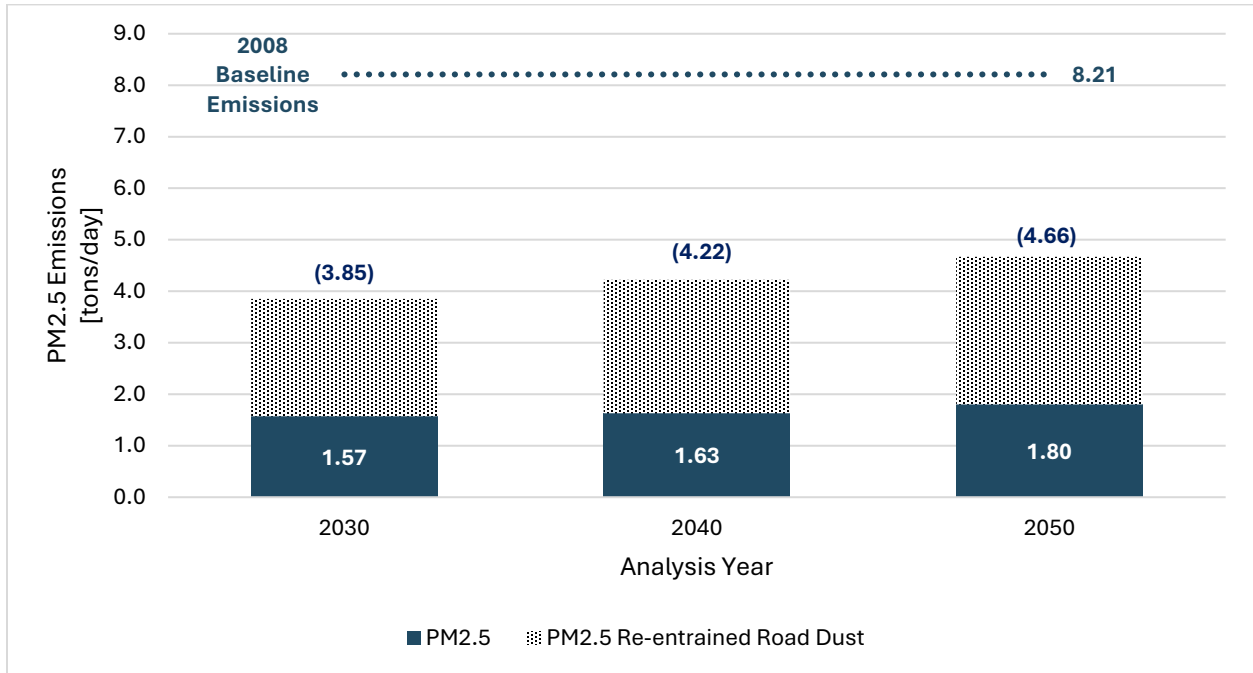
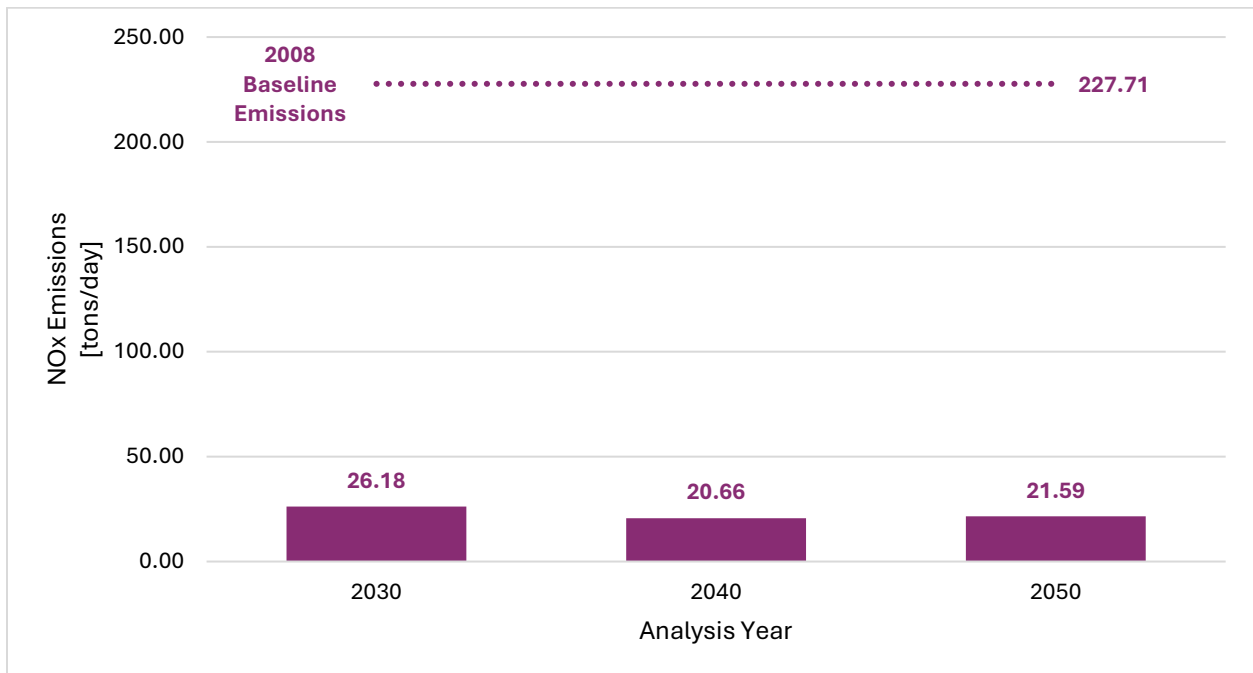


Figure 6. NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)



**Conclusion:** Projected PM<sub>2.5</sub> and NO<sub>x</sub> emissions from the 2027 TIP and Plan Bay Area 2050+ are below the 2008 baseline levels for all analysis years. Therefore, **the Bay Area meets the federal transportation conformity requirements for PM<sub>2.5</sub>.**

## Interagency Consultation & Public Involvement

This transportation conformity determination was prepared in accordance with procedures established in the Bay Area Conformity SIP and satisfies all applicable federal and state requirements. It supports MTC's finding that Plan Bay Area 2050+ and the 2027 TIP conform to applicable air quality plans. All required transportation conformity elements — including pollutant budgets, TCMs, implementation schedules and financial constraint — have been fully addressed.

All modeling assumptions used in this determination are consistent with Plan Bay Area 2050+ and the 2027 TIP and were reviewed through the formal interagency consultation process. Participating agencies included MTC, Caltrans, CARB, the Bay Area Air District, EPA, FHWA and FTA.

## Consultation Process Summary

Ongoing consultation with the Air Quality Conformity Task Force has been integral to preparing this transportation conformity analysis and is expected to continue through its completion. Initial Task Force consultation took place in April 2026 and discussions are anticipated to continue on the following dates:

- **April 2026:** Review of proposed modeling assumptions and analytical approach.
- **May 2026:** Review of updated modeling assumptions and analytical approach.
- **June 2026:** Review of draft transportation conformity analysis.
- **August 2026:** Discussion of comments and proposed responses received on the draft transportation conformity analysis.

## Summary of Public Process

In accordance with MTC's adopted Public Participation Plan (June 2023), a 30-day public review and comment period was conducted following the release of the Draft Transportation-Air Quality Conformity (AQC) Report, from July 14, 2026, through August 13, 2026. The public comment period was announced via email and noticed on the MTC website. The draft conformity analysis was made available online at <https://mtc.ca.gov/funding/transportation-improvement-program/draft-2027-tip>. During the public comment period, stakeholders and members of the public had the opportunity to submit formal comments on the draft analysis via email and in writing.

MTC received two public comments, which are included in Appendix H.

**Table 8. List of Commenters**

| Letter No | Commenter                                         | Date            |
|-----------|---------------------------------------------------|-----------------|
| 1         | Brian Swanson                                     | August 12, 2026 |
| 2         | Caltrans Air Quality Branch, Kevin Hernandez Rios | August 12, 2026 |

Of the two comment letters received, one directly addressed the scope of the regional transportation conformity analysis by requesting additional detail and transparency regarding the assumptions used in the analysis, as well as further documentation to demonstrate that the analysis and findings satisfy all applicable federal transportation conformity requirements. The remaining comments raised broader policy or planning concerns outside the scope of the federal transportation conformity determination (but addressed through other regional, state or local planning processes, as appropriate).

In response, refinements have been incorporated into the final report; however, these refinements did not result in any changes to the draft emissions analysis or the draft conformity findings. A complete summary of comments responses is provided in Appendix H.

Members of the public will have the opportunity to provide public comment at the September 9, 2026, MTC Programming and Allocations Committee meeting and the September 23, 2026, MTC Commission meeting, prior to the Commission’s consideration of approval of the regional transportation conformity analysis and adoption of an initial conformity determination.

## Conformity Findings

Based on the analysis documented in this report, MTC makes the following transportation conformity determination:

- This transportation conformity analysis was conducted in accordance with EPA’s transportation conformity regulations and the San Francisco Bay Area Transportation Air Quality Conformity Protocol, adopted by MTC as Resolution No. 3757.
- The 2027 TIP and Plan Bay Area 2050+ provide for implementation of all TCMs committed by the applicable SIP, consistent with 40 CFR 93.113(c). Specifically:
  - (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to

approval or funding to TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).

- For ground-level ozone precursors (VOC and NO<sub>x</sub>), regional on-road motor vehicle emissions modeled under summertime conditions for the 2027 TIP and Plan Bay Area 2050+ are lower than the applicable SIP motor vehicle emissions budgets for the 2008 and 2015 national 8-hour ozone standards in all analysis years (2030, 2040 and 2050).
- For fine particulate matter (PM<sub>2.5</sub>) and its precursor NO<sub>x</sub>, regional on-road motor vehicle emissions modeled under wintertime conditions for the 2027 TIP and Plan Bay Area 2050+ are lower than the 2008 baseline year emissions in all analysis years (2030, 2040 and 2050).

Therefore, the 2027 TIP and Plan Bay Area 2050+ are found to conform to the SIP and meet all federal transportation conformity requirements.

## Appendix A. Glossary

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

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

**Carbon Monoxide (CO):** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel.

**Human activities:** (e.g., transportation or industrial processes) are largely the source for CO contamination in ambient air.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Particulate Matter (PM, PM2.5, PM10):** Any material that exists as solid or liquid in the atmosphere. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc. Particulate matter can be of such a small size that it cannot be filtered by the nose and lungs. PM10 is particulate matter that is less than 10 microns in size. PM2.5 is particulate matter that is less than 2.5 microns in size. A micron is one millionth of a meter.

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

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

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

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

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

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

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

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

**Transportation Control Measures (TCMs):** Any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in the CAA Section 176(c)(8), that is either one of the types listed in Section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of transportation conformity.

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

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

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

Source: FHWA 2017





# Appendix B. Latest Planning Assumptions & Plan Bay Area 2050+ Forecasting and Modeling Report

Table 9 summarizes the key planning assumptions used in this regional transportation conformity analysis. Additional modeling details are included in the Plan Bay Area 2050+ Forecasting and Modeling Report. The full, final report can be accessed at the following link:

<https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf>

Table 9. Latest Planning Assumptions

| Planning Assumptions                                                         | Data Source and Methodology                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Land use assumptions (population, households, employment, housing)           | <p>Land use assumptions for the 2023 base year are based on observed data, including Census ACS and LEHD data, Employment Development Department (EDD) data and Bureau of Labor Statistics (BLS) data. Land use is modeled using the Bay Area UrbanSim 2 land use model (BAUS2).</p> <p>Land use assumptions for future analysis years are based on the regional growth forecast for Plan Bay Area 2050+, developed by MTC and ABAG and approved by the Commission and ABAG Executive Board as part of the Final Blueprint in 2025.</p>                                                                                                                                                                                                                                                                                                                                                                                        |
| Transportation supply assumptions (roadway network, transit network, prices) | <p>Transportation supply assumptions for 2023 reflect the infrastructure in place in 2023. Transportation is modeled using Travel Model 1.6.1.</p> <p>Transportation supply assumptions for future analysis years include the following components:</p> <ul style="list-style-type: none"> <li>- Projects that are under construction</li> <li>- Regionally significant projects and other non-exempt transportation projects in Plan Bay Area 2050+ and the 2027 TIP, such as transit service increases, express lane conversions, planned transit fare changes</li> <li>- Scheduled toll increases, such as bridge toll increases approved by the <a href="#">Bay Area Toll Authority (BATA)</a> and <a href="#">Golden Gate Bridge Highway &amp; Transportation District</a></li> <li>- Projected <a href="#">auto-operating costs</a>, as developed in collaboration with California Air Resources Board (CARB)</li> </ul> |
| Post-COVID travel behavior assumptions                                       | <p>Work-from-home assumptions for 2023 are based on observed data from MTC's <a href="#">2023 Bay Area Travel Study</a> (2023 BATS) and <a href="#">U.S. Survey of Working Arrangements and Attitudes</a> (SWAA).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Planning Assumptions         | Data Source and Methodology                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              | <p>Post-COVID mode preference change assumptions are based on observed data from the National Transit Database for 2023 conditions. For future years, this analysis assumes that Plan Bay Area 2050+ strategies would affect the mode preference change, based on research conducted by Fehr &amp; Peers.</p> <p>When developing these assumptions, observed data from Caltrans Performance Measurement System (PeMS) and the National Transit Database (NTD) was used to calibrate and validate TM1.6.1. For roadway conditions, PeMS traffic volume data from 2022, 2023 and 2024 from almost 1000 PeMS stations were utilized. For transit ridership, NTD ridership data from both 2015 and 2023 was used to measure the ridership change.</p> <p>These assumptions have been incorporated into the Technical Methodology document submitted to CARB in fall 2025.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| EMFAC 2021 Model Assumptions | <p>Modeled emissions are based on EMFAC 2021 v1.0.2, the latest emission inventory model that CARB developed to assess emissions from on-road motor vehicles, including cars, trucks and buses in California.</p> <p>This version of the model reflects CARB’s latest understanding of statewide and regional vehicle activities, emissions and regulations. EMFAC 2021 includes updates for:</p> <ul style="list-style-type: none"> <li>- Vehicle Technologies: Adds PHEVs and natural gas vehicles with real-world emission rates and activity; expands HD truck weight and vocation categories.</li> <li>- Emissions Coverage: Includes ammonia emissions; updates LD and HD exhaust, brake wear, motorcycle, evaporative, and CO<sub>2</sub> emission factors using new testing data.</li> <li>- Fleet &amp; Activity Data: Updates vehicle populations and activity using recent DMV, IRP, CHP, NHTS-CA, major ports, and PEMS datasets.</li> <li>- Regulations &amp; Policies: Incorporates major CARB and federal rules (HD Omnibus, ACT, ICT, HDVIP/PSIP, SAFE Rules, Clean Car agreements, and HD I/M).</li> </ul> <p>CARB provided EPA-approved off-model adjustment factors to add the benefits of the HD I/M regulation and to remove the benefits of several regulations in the EMFAC 2021 v1.0.2 baseline, including Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. These off-model adjustments are reflected in the regional emissions analysis.</p> |

## Appendix C. Regionally Significant Projects

| RTPID      | State Route/ Facility | Title                                                                                                | Scope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Location      | Analysis Year |      |      |
|------------|-----------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------|------|------|
|            |                       |                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |               | 2030          | 2040 | 2050 |
| 25-T05-013 |                       | Next Generation Freeways Pricing Strategy   Regional                                                 | This program includes funding to implement toll infrastructure, such as toll gantries, to collect per-mile tolls charged to vehicles on all Bay Area freeway corridors during peak periods on weekdays.                                                                                                                                                                                                                                                                                                | Regional      |               | x    | x    |
| 25-T05-015 |                       | Congestion Pricing & Mobility Improvements   Treasure Island                                         | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering Treasure Island. Improvements include toll affordability programs; Muni bus frequency upgrades; free shuttles; a new ferry terminal; new ferry service between Treasure Island and the San Francisco Ferry Building (30 minute peak headways); and new AC Transit express bus service to Oakland (10 minute peak headways).                                                               | San Francisco |               | x    | x    |
| 25-T05-016 |                       | Congestion Pricing & Mobility Improvements   Downtown San Francisco                                  | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering downtown San Francisco. Improvements include toll affordability programs; street improvements to support transit operations and cycling and pedestrian safety; frequency improvements on various Muni/SamTrans routes; transit signal priority; and dedicated bus lanes.                                                                                                                  | San Francisco | x             | x    | x    |
| 25-T06-017 |                       | Bay Area Forward Program   Regional                                                                  | This program includes funding to implement initiatives to maximize the efficiency of freeway and arterial systems through active traffic demand management and multi-modal strategies. Improvements include implementation of toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors, arterial first and last mile solutions, and shared mobility pilot deployments. | Regional      | x             | x    | x    |
| 25-T06-065 | SR-85                 | Express Lane   HOV Conversion   SR-85   Between SR-87 and US-101 ("Phase 4")                         | This program includes funding to implement a new express lane through an HOV lane conversion on SR-85 between SR-87 and US-101.                                                                                                                                                                                                                                                                                                                                                                        | Santa Clara   | x             | x    | x    |
| 25-T07-074 | I-680                 | Express Lane   New Lane   I-680 (NB)   Between SR-84 and Alcosta Blvd                                | This program includes funding to implement express lanes through new lanes on northbound I-680 between SR-84 and Alcosta Blvd.                                                                                                                                                                                                                                                                                                                                                                         | Alameda       | x             | x    | x    |
| 25-T07-075 | I-680                 | Express Lane   HOV Conversion/New Lane   I-680 (NB)   Between Livorna Rd and Arthur Rd               | This program includes funding to implement express lanes through a new lane on northbound I-680 between Livorna Rd and SR-242 and an HOV conversion on northbound I-680 between SR-242 and Arthur Rd. Improvements include extending an existing managed lane between Livorna Rd and SR-242; and operational and safety enhancements.                                                                                                                                                                  | Contra Costa  | x             | x    | x    |
| 25-T07-076 | I-880                 | Auxiliary Lane   New Lane   I-880   Industrial Parkway Between Alameda Creek and Whipple Rd          | This program includes funding to implement auxiliary lanes through new lanes on northbound I-880 between Industrial Pkwy and Alameda Creek, and southbound I-880 between Industrial Pkwy and Whipple Rd.                                                                                                                                                                                                                                                                                               | Alameda       |               | x    | x    |
| 25-T07-077 | US-101                | Express Lanes   New Lane   US-101   Between I-380 and the San Francisco County Line                  | This program includes funding to implement express lanes through new lanes on US-101 between I-380 and the San Francisco County line.                                                                                                                                                                                                                                                                                                                                                                  | San Mateo     | x             | x    | x    |
| 25-T07-078 | US-101                | Express Lanes   HOV Conversion and New Lane   US-101   Between SR-237 and South of I-880 ("Phase 5") | This program includes funding to implement express lanes on US-101 between SR-237 and south of I-880. Improvements include new express lanes through HOV conversions between SR-237 and the US-101/I-880 interchange; new express lanes through new lanes between Fair Oaks Ave and US-101/I-880 interchange; new auxiliary lanes through new lanes on US-101 between Great America Pkwy and Lawrence Expwy, and on- and off-ramp modifications.                                                       | Santa Clara   | x             | x    | x    |
| 25-T07-079 | US-101                | Express Lanes   HOV Conversion and New Lane   US-101   Between I-880 and SR-85 ("Phase 6")           | This program includes funding to implement dual express lanes on US-101 between I-880 and SR-85. Improvements include new express lanes through HOV conversions between I-880 and SR-85; and new express lanes through new lanes between I-880 and Blossom Hill Rd.                                                                                                                                                                                                                                    | Santa Clara   | x             | x    | x    |
| 25-T07-080 | SR-4                  | Auxiliary Lane   New Lane   SR-4 (EB)   Between Port Chicago Hwy and Willow Pass Rd                  | This program includes funding to implement auxiliary lanes through new lanes on eastbound SR-4 between Port Chicago Hwy and Willow Pass Rd. Improvements include a new auxiliary lane between the Port Chicago Hwy on-ramp and Willow Pass Rd off-ramp, a new auxiliary lane between Willow Pass Rd off-ramp and on-ramp, and a new exit lane at San Marcos Blvd off-ramp.                                                                                                                             | Contra Costa  | x             | x    | x    |
| 25-T07-081 | SR-4                  | Auxiliary Lane   New Lane   SR-4 (WB)   Between Willow Pass Rd and Port Chicago Hwy                  | This program includes funding to implement auxiliary lanes through new lanes on westbound SR-4 between Willow Pass Rd and Port Chicago Hwy. Improvements include new auxiliary lanes between the Willow Pass Rd on-ramp and Port Chicago Hwy off-ramp, a new exit lane at Port Chicago Hwy off-ramp, and modification of a mandatory exit lane to an optional exit lane.                                                                                                                               | Contra Costa  |               |      | x    |

| RTPID      | State Route/ Facility | Title                                                                                                      | Scope                                                                                                                                                                                                                                                                                                                                                   | Location                    | Analysis Year |      |      |
|------------|-----------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------|------|------|
|            |                       |                                                                                                            |                                                                                                                                                                                                                                                                                                                                                         |                             | 2030          | 2040 | 2050 |
| 25-T07-082 | SR-17                 | Auxiliary Lane   New Lane   SR-17   Between Lark Ave and SR-9 ("SR-17 Corridor Congestion Relief Project") | This program includes funding to implement auxiliary lanes through new lanes on SR-17 in both directions between Lark Ave and SR-9. Improvements include off-ramp modifications, operational enhancements, such as ramp metering and information technology systems (ITS).                                                                              | Santa Clara                 | x             | x    | x    |
| 25-T07-083 | SR-37                 | HOV Lane, Tolling and Express Bus   New Lane   SR-37   Between SR-121 and Mare Island ("Interim Project")  | This program includes funding to implement HOV lanes through new lanes on SR-37 between SR-121 and Mare Island. Improvements include tolling infrastructure and new express bus service.                                                                                                                                                                | Marin, Napa, Solano, Sonoma | x             | x    | x    |
| 25-T08-095 | Principal Arterial    | Roadway Widening   Tassajara Rd   Between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr             | This program includes funding to implement roadway widening on Tassajara Rd between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr. Improvements include widening the existing roadway from two to four lanes and new bicycle and/or pedestrian facilities.                                                                                       | Alameda                     | x             | x    | x    |
| 25-T08-096 | Principal Arterial    | Roadway Extension   Dublin Blvd-N Canyons Pkwy   Between Fallon Rd and Doolan Rd                           | This program includes funding to implement a roadway extension on Dublin Blvd-N Canyons Pkwy between Fallon Rd and Doolan Rd. Improvements include a six-lane extension between Fallon Rd and Croak Rd; a four-lane extension between Croak Rd and Doolan Rd; and bicycle and/or pedestrian facilities.                                                 | Alameda                     |               | x    | x    |
| 25-T08-097 | Principal Arterial    | Roadway Widening and Extension   Quarry Lakes Pkwy   Between Paseo Padre Pkwy and SR-238 (Mission Blvd)    | This program includes funding to implement roadway widening and extension on Quarry Lakes Pkwy between Paseo Padre Pkwy and SR-238 (Mission Blvd). Improvements include widening Decoto Rd; a new four-lane roadway between Paseo Padre Pkwy and SR-238; and bicycle and/or pedestrian enhancements.                                                    | Alameda                     |               | x    | x    |
| 25-T08-098 | Principal Arterial    | Roadway Extension   El Charro Rd   Between Stoneridge Dr and Stanley Blvd                                  | This program includes funding to implement a roadway extension on El Charro Rd between Stoneridge Dr and Stanley Blvd. Improvements include extending the four-lane roadway.                                                                                                                                                                            | Alameda                     |               |      |      |
| 25-T08-099 | Principal Arterial    | Roadway Improvements   Grand Ave   Between MacArthur Blvd and Mandela Pkwy                                 | This program includes funding to implement roadway improvements on Grand Ave between MacArthur Blvd and Mandela Pkwy. Improvements include transit priority infrastructure, a road diet, and new bicycle and/or pedestrian facilities.                                                                                                                  | Alameda                     |               | x    | x    |
| 25-T08-100 | Principal Arterial    | Roadway Widening   Auto Mall Pkwy   Between Fremont Blvd and I-680                                         | This program includes funding to implement roadway widening on Auto Mall Pkwy between Fremont Blvd and I-680. Improvements include widening the existing roadway from four to six lanes.                                                                                                                                                                | Alameda                     |               | x    | x    |
| 25-T08-101 | Principal Arterial    | Roadway Widening   Brentwood Blvd, Phase 1   Between Homecoming Wy and Lone Tree Wy                        | This program includes funding to implement roadway widening on Brentwood Blvd between Homecoming Wy and Lone Tree Wy. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.                                                                                                            | Contra Costa                | x             | x    | x    |
| 25-T08-102 | Principal Arterial    | Roadway Widening   Brentwood Blvd, Phase 2   Between Havenwood Ave and Homecoming Wy                       | This program includes funding to implement roadway widening on Brentwood Blvd between Havenwood Ave and Homecoming Wy. Improvements include widening the existing roadway from two to four lanes; a new parallel bridge over Marsh Creek; bicycle and/or pedestrian enhancements; and other roadway improvements, such as traffic signal modifications. | Contra Costa                | x             | x    | x    |
| 25-T08-103 | Principal Arterial    | Roadway Widening   Crow Canyon Rd   Between Alcosta Blvd and Indian Rice Rd                                | This program includes funding to implement roadway widening on Crow Canyon Rd between Alcosta Blvd and Indian Rice Rd. Improvements include widening the existing roadway from four to six lanes, and bicycle and/or pedestrian enhancements.                                                                                                           | Contra Costa                | x             | x    | x    |
| 25-T08-104 | Principal Arterial    | Roadway Widening   Lone Tree Wy   Between O'Hara Ave and Brentwood Blvd                                    | This program includes funding to implement roadway widening on Lone Tree Wy between O'Hara Ave and Brentwood Blvd. Improvements include widening the existing roadway from two to four lanes.                                                                                                                                                           | Contra Costa                |               | x    | x    |
| 25-T08-105 | Principal Arterial    | Roadway Extension   New Connector Road   Between Vasco Rd and Byron Hwy ("Vasco Road-Byron Connector")     | This program includes funding to implement a roadway extension between Vasco Road south of Camino Diablo and Byron Hwy east of the Byron Airport. Improvements include extending a new two-lane highway and bicycle and/or pedestrian enhancements on Camino Diablo, Walnut Blvd, Concord Ave, Byron Hwy, and the Armstrong Rd extension.               | Contra Costa                |               | x    | x    |
| 25-T08-106 | Principal Arterial    | Roadway Widening   Camino Tassajara Rd   Between Windemere Pkwy and the Alameda County Line                | This program includes funding to implement roadway widening on Camino Tassajara Rd between Windemere Pkwy and the Alameda County Line. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.                                                                                           | Contra Costa                |               | x    | x    |
| 25-T08-107 | Principal Arterial    | Roadway Widening   Pittsburg-Antioch Hwy   Between Auto Center Dr and Loveridge Rd                         | This program includes funding to implement roadway widening on Pittsburg-Antioch Hwy between Auto Center Dr and Loveridge Rd. Improvements include widening the existing roadway from two to four lanes, and new turning lanes.                                                                                                                         | Contra Costa                |               | x    | x    |
| 25-T08-108 | Principal Arterial    | Roadway Extension   West Leland Rd, Phase 1b   Between Santa Teresa Dr and the Concord City Limits         | This program includes funding to implement a roadway extension on West Leland Rd between Santa Teresa Dr and Concord City Limits. Improvements include extending the four-lane roadway and bicycle and/or pedestrian enhancements.                                                                                                                      | Contra Costa                |               | x    | x    |

| RTPID      | State Route/ Facility | Title                                                                                                             | Scope                                                                                                                                                                                                                                                                                                                  | Location     | Analysis Year |      |      |
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|            |                       |                                                                                                                   |                                                                                                                                                                                                                                                                                                                        |              | 2030          | 2040 | 2050 |
| 25-T08-109 | Principal Arterial    | Roadway Widening   Willow Pass Rd   Between Lynwood Dr and SR-4                                                   | This program includes funding to implement roadway widening on Willow Pass Rd between Lynwood Dr and SR-4. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.                                                                                      | Contra Costa |               | x    | x    |
| 25-T08-110 | Principal Arterial    | Roadway Improvements   SR-29   SR-12/SR-121                                                                       | This program includes funding to implement roadway improvements on SR-29 at SR-12/SR-121. Improvements include intersection enhancements and operational enhancements.                                                                                                                                                 | Napa         |               |      |      |
| 25-T08-111 | Principal Arterial    | Roadway Improvements   Soscol Ave   Between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd | This program includes funding to implement roadway improvements on Soscol Ave between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd. Improvements include operational and bicycle and/or pedestrian enhancements.                                                                              | Napa         |               | x    | x    |
| 25-T08-112 | Principal Arterial    | Roadway Improvements   SR-29   Airport Blvd                                                                       | This program includes funding to implement roadway improvements on SR-29 at Airport Blvd. Improvements include reconstructing the intersection to a grade-separated, double roundabout "dogbone" interchange.                                                                                                          | Napa         |               | x    | x    |
| 25-T08-113 | Principal Arterial    | Roadway Improvements   SR-29   Between Napa Junction Rd and American Canyon Rd                                    | This program includes funding to implement roadway improvements on SR-29 between Napa Junction Rd and American Canyon Rd. Improvements include intersection enhancements, and operational and multimodal enhancements.                                                                                                 | Napa         |               |      |      |
| 25-T08-114 | Principal Arterial    | Roadway Improvements   Montague Expwy   McCarthy Blvd/O'Toole Ave                                                 | This program includes funding to implement roadway improvements on Montague Expwy at McCarthy Blvd/O'Toole Ave. Improvements include grade separations.                                                                                                                                                                | Santa Clara  |               |      |      |
| 25-T08-115 | Principal Arterial    | Roadway Widening   Calaveras Blvd   Between Abel St and Milpitas Blvd                                             | This program includes funding to implement roadway widening on Calaveras Blvd at Union Pacific RR. Improvements include widening the Calaveras Blvd (SR-237) overpass at the Union Pacific RR tracks from four to six lanes between Abel St and Town Center Blvd.                                                      | Santa Clara  |               | x    | x    |
| 25-T08-116 | Principal Arterial    | Roadway Widening   Montague Expwy   Between Great Mall and McCarthy Blvd/O'Toole Ave                              | This program includes funding to implement roadway widening on Montague Expwy between Great Mall and McCarthy Blvd/O'Toole Ave. Improvements include widening the existing roadway from six to eight lanes, and new HOV lanes between Trade Zone Blvd and Great Mall Blvd.                                             | Santa Clara  | x             | x    | x    |
| 25-T08-117 | Principal Arterial    | Roadway Widening   Brokaw Bridge   Coyote Creek                                                                   | This program includes funding to implement roadway widening on Brokaw Bridge at Coyote Creek. Improvements include widening the existing roadway to six lanes with a new westbound lane on Brokaw Rd.                                                                                                                  | Santa Clara  |               | x    | x    |
| 25-T08-118 | Principal Arterial    | Roadway Widening   Oakland Rd   Between US-101 and Montague Expwy                                                 | This program includes funding to implement roadway widening on Oakland Rd between US-101 and Montague Expwy. Improvements include widening the existing roadway from four to six lanes and operational enhancements.                                                                                                   | Santa Clara  |               | x    | x    |
| 25-T08-119 | Principal Arterial    | Roadway Improvements   Almaden Expwy   Branham Ln ("Envision Expressway, Tier 1")                                 | This program includes funding to implement roadway improvements on Almaden Expwy at Branham Ln. Improvements include extending the existing southbound lane to Branham Ln.                                                                                                                                             | Santa Clara  |               | x    | x    |
| 25-T08-120 | Principal Arterial    | Roadway Improvements   Almaden Expwy   SR-85 ("Envision Expressway, Tier 1")                                      | This program includes funding to implement roadway improvements on SR-85 at Almaden Expwy.                                                                                                                                                                                                                             | Santa Clara  |               | x    | x    |
| 25-T08-121 | Principal Arterial    | Roadway Improvements   Foothill Expwy   Between I-280 and Homestead Rd ("Envision Expressway, Tier 1")            | This program includes funding to implement interchange improvements at Foothill Expwy between I-280 and Homestead Rd. Improvements include extending Stevens Creek Trail, new auxiliary lanes, and operational improvements.                                                                                           | Santa Clara  |               | x    | x    |
| 25-T08-122 | Principal Arterial    | Roadway Improvements   Lawrence Expwy   Homestead Rd ("Envision Expressway, Tier 1")                              | This program includes funding to implement roadway improvements on Lawrence Expwy at Homestead Rd.                                                                                                                                                                                                                     | Santa Clara  |               | x    | x    |
| 25-T08-123 | Principal Arterial    | Roadway Improvements   Oregon-Page Mill Rd   I-280 ("Envision Expressway, Tier 1")                                | This program includes funding to implement interchange improvements on Oregon-Page Mill Rd at I-280. Improvements include interchange improvements and bicycle and/or pedestrian enhancements.                                                                                                                         | Santa Clara  |               | x    | x    |
| 25-T08-124 | Principal Arterial    | Roadway Improvements   San Tomas Expwy   SR-17 ("Envision Expressway, Tier 1")                                    | This program includes funding to implement roadway improvements on San Tomas Expwy at SR-17. Improvements include operational enhancements, such as signalized ramps and lane reconfigurations, on the northbound off-ramp.                                                                                            | Santa Clara  |               | x    | x    |
| 25-T08-125 | Principal Arterial    | Roadway Widening   Capitol Expwy   Between I-680 and Capitol Ave ("Envision Expressway, Tier 1")                  | This program includes funding to implement roadway widening and interchange modification on Capitol Expwy between I-680 and Capitol Ave. Improvements include widening the existing roadway from six to eight lanes, interchange improvements, and bicycle and/or pedestrian enhancements.                             | Santa Clara  |               | x    | x    |
| 25-T08-126 | Principal Arterial    | Roadway Widening   Oregon-Page Mill Rd   Between I-280 and Foothill Expwy ("Envision Expressway, Tier 1")         | This program includes funding to implement roadway widening and trail extension on Oregon-Page Mill Expwy between I-280 and Foothill Expwy. Improvements include widening the existing roadway from four to six lanes with a possible HOV lane, intersection improvements, and bicycle and/or pedestrian enhancements. | Santa Clara  |               | x    | x    |

| RTPID      | State Route/ Facility | Title                                                                                                                     | Scope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Location              | Analysis Year |      |      |
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|            |                       |                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                       | 2030          | 2040 | 2050 |
| 25-T08-127 | Principal Arterial    | Roadway Widening   San Tomas Expwy   Between Homestead Rd and Stevens Creek ("Envision Expressway, Tier 1")               | This program includes funding to implement roadway widening and trail extension at San Tomas Expwy between Homestead Rd and Stevens Creek. Improvements include widening the existing roadway from 6 to 8 lanes, extending San Tomas Aquino Spur Trails, and pedestrian enhancements.                                                                                                                                                                                                                                                                                                                           | Santa Clara           |               | x    | x    |
| 25-T08-128 | Principal Arterial    | Roadway Widening   Santa Teresa-Hale Corridor   Between Long Meadow Dr and Fitzgerald Ave ("Envision Expressway, Tier 1") | This program includes funding to implement roadway widening and trail extension on Santa Teresa Blvd between Long Meadow and Fitzgerald. Improvements include widening the existing roadway from two to four lanes.                                                                                                                                                                                                                                                                                                                                                                                             | Santa Clara           |               | x    | x    |
| 25-T08-129 | Principal Arterial    | Roadway Widening   Jepson Pkwy-Leisure Town Rd, Phase 1B, 1C   Between Elmira Rd and Horse Creek Bridge                   | This program includes funding to implement roadway widening on Jepson Pkwy-Leisure Town Rd between Elmira Rd and Sequoia Dr and Horse Creek Bridge. Improvements include widening the existing roadway from two to four lanes between Elmira Rd and Sequoia Dr and between Sequoia Dr and Horse Creek Bridge; and safety and bicycle and/or pedestrian enhancements.                                                                                                                                                                                                                                            | Solano                | x             | x    | x    |
| 25-T08-130 | Principal Arterial    | Roadway Extension   Jepson Pkwy-Walters Rd   Between Cement Hill Rd and Huntington Dr                                     | This program includes funding to implement a roadway extension on Walters Rd between Cement Hill Rd and Huntington Dr. Improvements include extending the four-lane roadway and a grade separated overpass.                                                                                                                                                                                                                                                                                                                                                                                                     | Solano                | x             | x    | x    |
| 25-T08-131 | Principal Arterial    | Roadway Widening   Jepson Pkwy-Vanden Rd, Phase 2B, 2C   Between Canon Rd and Vacaville City Limits                       | This program includes funding to implement roadway widening on Vanden Road between Canon Rd and the Fairfield/Vacaville city limit. Improvements include widening Vanden Rd from two to four lanes.                                                                                                                                                                                                                                                                                                                                                                                                             | Solano                |               | x    | x    |
| 25-T08-132 | Principal Arterial    | Roadway Widening   Peabody Rd   Between Vacaville and Fairfield                                                           | This program includes funding to implement roadway widening on Peabody Rd between Vacaville and Fairfield. Improvements include widening the existing roadway to two lanes in each direction, and bicycle and/or pedestrian enhancements.                                                                                                                                                                                                                                                                                                                                                                       | Solano                |               | x    | x    |
| 25-T08-133 | Principal Arterial    | Roadway Extension   Caufield Ln   Between Bautista Wy and Crystal Ln ("Caulfield Bridge Crosstown Connector")             | This program includes funding to implement a roadway extension on Caufield Ln between Bautista Wy and Crystal Ln/Petaluma Blvd S. Improvements include extending the two-lane roadway and bicycle and/or pedestrian enhancements.                                                                                                                                                                                                                                                                                                                                                                               | Sonoma                |               | x    | x    |
| 25-T11-139 | Bus                   | Rapid Bus   Modernization   AC Transit   E 14th St/Mission St/Fremont Blvd Between San Leandro and Warm Springs           | This program includes funding to implement improvements to existing bus service along E 14th St/Mission St/Fremont Blvd between San Leandro and Fremont, including dedicated lanes, mobility hubs at BART stations, and frequency upgrades (10-20 minute peak headways on routes 10 and 99).                                                                                                                                                                                                                                                                                                                    | Alameda               |               |      | x    |
| 25-T11-141 | Bus                   | Rapid Bus   Modernization   AC Transit                                                                                    | This program includes funding to implement improvements to existing bus service in Alameda County. Improvements include dedicated lanes, new/improved transit signal priority (including on-street and on-bus equipment), queue jumps, improved stop infrastructure, and frequency upgrades (5-12 minute peak headways on routes 6, 18, 20, 21, 40, 57, 97 and NL).                                                                                                                                                                                                                                             | Alameda               | x             | x    | x    |
| 25-T11-143 | Bus                   | Rapid Bus   Modernization   AC Transit   San Pablo Ave                                                                    | This program includes funding to implement improvements to existing bus service along San Pablo Ave between Oakland and Richmond. Improvements include dedicated lanes, improved stop infrastructure, merging of local/rapid stops, and frequency upgrades (5 minute peak headways on route 72).                                                                                                                                                                                                                                                                                                                | Alameda, Contra Costa |               | x    | x    |
| 25-T11-147 | Bus                   | Rapid Bus   Modernization   AC Transit   23rd St                                                                          | This program includes funding to implement new bus rapid transit service along 23rd St between Richmond and Hercules, including dedicated lanes, transit signal priority, queue jumps, improved stop infrastructure, and new rolling stock (10 minute peak headways).                                                                                                                                                                                                                                                                                                                                           | Contra Costa          |               | x    | x    |
| 25-T11-148 | Bus                   | Rapid Bus   Service Expansion   Contra Costa Co   Between Antioch and Brentwood                                           | This program includes funding to implement new bus service, assumed to be operated by Tri-Delta Transit, along SR-4 between Antioch and Brentwood, including dedicated lanes and park-and-ride facilities (20 minute peak headways).                                                                                                                                                                                                                                                                                                                                                                            | Contra Costa          |               | x    | x    |
| 25-T11-150 | Bus                   | Ferry and Express Bus   Service Expansion   GGT                                                                           | This program includes funding to implement new ferry service between Larkspur and San Francisco (Mission Bay) (30 minute peak headways); new express bus service from Greenbrae and Petaluma to San Francisco and between San Rafael and El Cerrito (30-40 minute peak headways); improvements to existing ferry service between Larkspur and San Francisco (Ferry Building), including frequency upgrades (20 minute peak headways); and improvements to existing express bus service along US-101 and I-580, including frequency upgrades (20-30 minute peak headways on routes 101, 114, 132, 154, and 580). | Marin, San Francisco  | x             | x    | x    |
| 25-T11-155 | Bus                   | Rapid Bus   Modernization   SFMTA   Geneva Ave/Harney Wy                                                                  | This program includes funding to implement improvements to existing bus service along Geneva Avenue/Harney Way in San Francisco. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and frequency upgrades (5-7.5 minute peak headways on routes 29, 44, and HPX).                                                                                                                                                                                                                                                                                                    | San Francisco         |               |      | x    |



| RTPID      | State Route/ Facility |                                                                                          | Title                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Scope                  | Location | Analysis Year |      |      |
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|            |                       |                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                        |          | 2030          | 2040 | 2050 |
| 25-T11-156 | Bus                   | Rapid Bus   Modernization   SamTrans   El Camino Real                                    | This program includes funding to implement improvements to existing bus service along El Camino Real between Daly City and the San Mateo/Santa Clara County line. Improvements include dedicated lanes (45% of route), transit priority infrastructure, transit signal priority, and frequency (7.5 minute peak headways on route ECR).                                                                                                                                                                                  | San Mateo              |          |               |      | x    |
| 25-T11-157 | Bus                   | Express Bus   Modernization   VTA   SR-85                                                | This program includes funding to implement improvements to express bus service along SR-85 between Mountain View and San Jose. Improvements include dedicated transit lanes and four stations.                                                                                                                                                                                                                                                                                                                           | Santa Clara            |          | x             | x    | x    |
| 25-T11-158 | Bus                   | Rapid Bus   Modernization   VTA   El Camino Real                                         | This program includes funding to implement improvements to existing bus service along El Camino Real between Palo Alto and San Jose. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and new rolling stock.                                                                                                                                                                                                                                                                 | Santa Clara            |          |               | x    | x    |
| 25-T11-164 | Ferry                 | Ferry   Service Expansion   WETA   Berkeley-San Francisco                                | This program includes funding to implement new ferry service between San Francisco (Ferry Building) and Berkeley, including a new terminal in Berkeley (30 minute peak headways).                                                                                                                                                                                                                                                                                                                                        | Alameda, San Francisco |          | x             | x    | x    |
| 25-T11-165 | Ferry                 | Ferry   Service Expansion   WETA   Oakland-Redwood City                                  | This program includes funding to implement new ferry service between Oakland and Redwood City, including a new terminal in Redwood City (60 minute peak headways).                                                                                                                                                                                                                                                                                                                                                       | Alameda, San Mateo     |          |               |      | x    |
| 25-T11-166 | Ferry                 | Ferry   Service Frequency Upgrades   WETA                                                | This program includes funding to implement improvements to existing ferry service from San Francisco (Ferry Building) to Oakland, Alameda (Main Street), Alameda (Harbor Bay), Alameda (Seaplane Lagoon), Vallejo, Richmond, and South San Francisco. Improvements include ZEV conversion and frequency upgrades (20-30 minute peak headways).                                                                                                                                                                           | Regional               |          | x             | x    | x    |
| 25-T11-167 | Rail                  | Rail   Service Expansion   BART   Irvington Station                                      | This program includes funding to implement a new BART infill rail station in Fremont (Irvington). Improvements include park-and-ride facilities and changes to existing AC Transit bus service (routes 212 and 215 replaced by flex service; frequency upgrade to 20 minute headways on route 210).                                                                                                                                                                                                                      | Alameda                |          |               |      | x    |
| 25-T11-168 | Rail                  | Rail   Service Expansion   Capitol Corridor   to Coast Subdivision ("South Bay Connect") | This program includes funding to implement improvements to existing Capitol Corridor rail service between Oakland and Newark. Improvements include relocation of rail service between Oakland Coliseum and Newark from the Niles Subdivision to the Coast Subdivision, one new rail station, one new in-line intermodal bus facility, and enhanced park-and-ride facilities.                                                                                                                                             | Alameda                |          | x             | x    | x    |
| 25-T11-169 | Rail                  | Rail   Service Expansion   ACE   System                                                  | This program includes funding to implement new ACE intercity rail service between Merced and San Jose (1 daily round trip) and from Chico and Merced to Union City (3 daily round trips), including a new station in Union City.                                                                                                                                                                                                                                                                                         | Alameda, Santa Clara   |          | x             | x    | x    |
| 25-T11-170 | Rail                  | Rail   Service Expansion   Capitol Corridor   Hercules Station ("Hercules Hub")          | This program includes funding to implement a new Capitol Corridor infill rail station in Hercules, including bus connections and roadway and trail extensions.                                                                                                                                                                                                                                                                                                                                                           | Contra Costa           |          | x             | x    | x    |
| 25-T11-171 | Rail                  | Rail   Service Expansion   Caltrain   Bayview Station                                    | This program includes funding to implement a new Caltrain infill rail station in San Francisco (Bayview), with the station location to be determined through an ongoing location study.                                                                                                                                                                                                                                                                                                                                  | San Francisco          |          | x             | x    | x    |
| 25-T11-172 | Rail                  | Light Rail   Modernization   Muni Metro                                                  | This program includes funding to implement improvements to existing Muni light rail service in San Francisco. Improvements include reliability improvements in the Market Street Subway; infrastructure and rail signaling upgrades; removal of stop signs and signalization at intersections; transit signal priority; routing changes; and frequency upgrades (6 minute peak headways on routes J, K, L, M, N, and T).                                                                                                 | San Francisco          |          |               | x    | x    |
| 25-T11-173 | Rail                  | Rail   Service Frequency Upgrades   BART   System ("Core Capacity")                      | This program includes funding to implement improvements to existing BART rail service. Improvements include frequency upgrades (12 minute peak headways on all lines).                                                                                                                                                                                                                                                                                                                                                   | Regional               |          | x             | x    | x    |
| 25-T11-174 | Rail                  | Grade Separations and Modernization   Regional                                           | This program includes funding to implement grade separation improvements along passenger rail corridors throughout the region, including the Caltrain/High-Speed Rail Corridor. Improvements include grade separations funded by Santa Clara County's Measure B and San Mateo County's Measure A, as well as future grade separations and other modernization improvements within the Bay Area's urban core that serve the dual purpose of connecting High Speed Rail to the Bay Area and improving the Caltrain system. | Regional               |          |               |      |      |
| 25-T11-175 | Rail                  | Rail   Service Frequency Upgrades   Caltrain   Systemwide                                | This program includes funding to implement improvements to existing Caltrain rail service between San Francisco and San Jose. Improvements include frequency upgrades to be implemented in Phase 1 (6 trains per hour per direction in peak) and Phase 2 (8 trains per hour per direction in peak).                                                                                                                                                                                                                      | Regional               |          | x             | x    | x    |

| RTPID      | State Route/ Facility | Title                                                                                       | Scope                                                                                                                                                                                                                        | Location      | Analysis Year |      |      |
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|            |                       |                                                                                             |                                                                                                                                                                                                                              |               | 2030          | 2040 | 2050 |
| 25-T12-177 | Rail                  | Rail   Service Expansion   Between San Joaquin County and Dublin/Pleasanton ("Valley Link") | This program includes funding to implement new rail service between San Joaquin County (Mountain House) and Dublin/Pleasanton, including three new stations in Alameda County and four-car trains (12 minute peak headways). | Alameda       |               | x    | x    |
| 25-T12-178 | Rail                  | Rail   Service Expansion   Caltrain/High Speed Rail   Downtown San Francisco ("Portal")     | This program includes funding to extend Caltrain rail service in San Francisco between 4th St/Townsend St and the Salesforce Transit Center. Improvements include two new stations.                                          | San Francisco |               | x    | x    |
| 25-T11-179 | Rail                  | Light Rail   Service Expansion   VTA   Eastridge                                            | This program includes funding to extend VTA's existing Orange Line service from Alum Rock Station to the Eastridge Transit Center. Improvements include two new stations and elevated structures.                            | Santa Clara   | x             | x    | x    |
| 25-T12-180 | Rail                  | Rail   Service Expansion   BART   Santa Clara ("Silicon Valley Phase II")                   | This program includes funding to extend BART's Green Line and Orange Line rail services between San Jose (Berryessa) and Santa Clara. Improvements include four new stations and park-and-ride facilities.                   | Santa Clara   |               | x    | x    |
| 25-T12-181 | Rail                  | Rail   Service Expansion   SMART   Healdsburg                                               | This program includes funding to extend SMART rail service between Windsor and Healdsburg. Improvements include one new station in Healdsburg.                                                                               | Sonoma        | x             | x    | x    |
| 25-T12-182 | Rail                  | Rail   Service Expansion   SMART   Cloverdale                                               | This program includes funding to extend SMART rail service between Healdsburg and Cloverdale. Improvements include one new station in Cloverdale.                                                                            | Sonoma        |               | x    | x    |

## Appendix D. Projects in the 2027 TIP

| County                     | Sponsor                                 | Project Name                                             | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TIP ID    | RTP ID     | Air Quality Description                                                                                                                          | Conformity Analysis Year |
|----------------------------|-----------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>Non-Exempt Projects</b> |                                         |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |            |                                                                                                                                                  |                          |
| Marin                      | Transportation Authority of Marin (TAM) | US 101/I-580 Multi-Modal & Local Access Improvements     | The project will improve regional connectivity between northbound (NB) US Improve regional connectivity between NB US 101 and EB I-580, traffic operations on local streets and the freeways, transit and travel times, and enhance the bicycle and pedestrian network to provide better and more reliable access to local businesses and improve local connectivity to work, school, and businesses for communities near the Project area.                                                                                                                                           | MRN270201 | 25-T06-049 | Non-Exempt (N/A) - N/A                                                                                                                           | Not Modeled              |
| <b>Exempt Projects</b>     |                                         |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |            |                                                                                                                                                  |                          |
| Alameda                    | Alameda County                          | Castro Valley Blvd Corridor Improvements Ph II           | Install corridor improvements along Castro Valley Boulevard from Stanton Avenue to San Miguel Avenue including bicycle lanes, sidewalk and median improvements, landscaping, street lighting, communications conduit, and traffic signal improvements.                                                                                                                                                                                                                                                                                                                                | ALA270202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                         | Not Modeled              |
| Alameda                    | Alameda County                          | East Bay Greenway MM Phase 1: Ashland                    | Project improvements include separated (Class IV) bikeways, bus loading islands, protected intersections, accessible curb ramps, sidewalk repair, stormwater treatment infrastructure, pedestrian scale lighting and bicycle and pedestrian crossing pavement markings along E. 14th Street as well as Class III bikeways and traffic calming improvements along 159th Ave/Coehlo Drive                                                                                                                                                                                               | ALA270209 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                         | Not Modeled              |
| Alameda                    | Albany                                  | Pierce-Cleveland Bikeway Connection Project              | Construction of a Class I bicycle/pedestrian shared use path that travels from the terminus of existing Class I path along 500 block of Pierce Street through Caltrans I-80 right-of-way and City of Albany Peggy Thomsen Pierce Street Park connecting to Class IV separated bikeway along Cleveland Avenue north of Washington Avenue. Project includes grading to provide accessible running slope and improvements to separate path from freeway through Caltrans right-of-way.                                                                                                   | ALA270201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                         | Not Modeled              |
| Alameda                    | Livermore                               | I-580 First Street Interchange                           | Replace the I-580 First Street Interchange with additional travel lane along with protected bike lanes and sidewalks. The project will revise the interchange configuration to a partial cloverleaf configuration type L-9 and widen First Street to six lanes. Protected bike lanes and sidewalks on both sides of the overpass bridge will also be included. A Project Report and environmental assessment will need to be prepared.                                                                                                                                                | ALA270211 | 25-T06-031 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                    | Not Modeled              |
| Alameda                    | Livermore Amador Valley Transit (LAVTA) | LAVTA Atlantis Facility Construction and Bus Replacement | LAVTA's BIG BUS (Building for Innovation and Growth for Buses in the United States) project will replace 8 aging diesel and hybrid buses with 8 low-emission diesel-electric hybrids and complete construction of the Atlantis Operations & Maintenance Facility, including a 34,000 sq. ft. maintenance building, 22,000 sq. ft. administration and operations building, with additional sitework, utility upgrades, landscaping, and related support equipment. Project also includes workforce development activities.                                                             | ALA270216 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771 | Not Modeled              |
| Alameda                    | Port of Oakland                         | Airport Electric Shuttle Bus Fleet & Facility            | Expand fleet of electric buses for parking and rental car facility shuttle service and construct facility for fleet administration.                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA270212 | 25-EN8-184 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet    | Not Modeled              |
| Alameda                    | Port of Oakland                         | Airport Wayfinding Signage                               | Implement new airport wayfinding signage to enhance passenger navigation and accessibility across terminals and to ground transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA270206 | 25-T02-009 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                             | Not Modeled              |
| Alameda                    | Port of Oakland                         | Climate Adaptation Planning for Oakland Shoreline        | Develop geospatial flood layers depicting future coastal, stormwater, and groundwater hazards across the study area. Flood hazard maps will be used to conduct a vulnerability assessment to identify and prioritize critical assets and focus areas along Oakland's shoreline. Following the vulnerability assessment, the project will identify adaptation strategies and funding sources to include in a final adaptation plan. Extensive stakeholder and community engagement, being led by Greenbelt Alliance, will inform the CAPOFC planning process throughout.               | ALA270207 | 25-T01-004 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                  | Not Modeled              |
| Alameda                    | Port of Oakland                         | Doolittle Drive Flood Hazard Improvements (SR-61)        | Improve culverts under roadway to reduce flood risk and seismic event vulnerability.<br><br>Two culverts are located along SR 61/Doolittle Drive between Old Earhart Drive (approximately 7100 Old Earhart Drive) and the entrance to the parking lot at the MLK Jr. Regional Shoreline Center (at 7250 Doolittle Drive) and one culvert is located on Old Earhart Road within 200 feet of the centerline of SR61/Doolittle Drive.                                                                                                                                                    | ALA270215 | 25-EN1-183 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc                                                                                     | Not Modeled              |
| Alameda                    | Port of Oakland                         | Earhart Road Sea Level Rise Improvements                 | Connect high ground off Old Earhart Road to reduce risk of flooding on Airport and surrounding areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA270203 | 25-EN1-183 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc                                                                                     | Not Modeled              |
| Alameda                    | Port of Oakland                         | Frontage Road Improvements for Truck Route               | Design & Implement Frontage Road improvements, such as a road diet, to reduce travel speeds and enhance motorist/ pedestrian safety. This project will support truck route designation as part of the West Oakland Truck Management Plan Truck Route update.                                                                                                                                                                                                                                                                                                                          | ALA270213 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                   | Not Modeled              |
| Alameda                    | Port of Oakland                         | On-Dock Rail Enhancement                                 | Implement rail facility located directly or adjacent to a marine terminal. This project will increase rail utilization, reduce truck congestion and strengthen the Port's position as a gateway for discretionary cargo.                                                                                                                                                                                                                                                                                                                                                              | ALA270205 | 25-T08-089 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771 | Not Modeled              |
| Alameda                    | Port of Oakland                         | Overweight Corridor                                      | The City of Oakland and Port of Oakland maintain the joint Port-City of Oakland Heavyweight Container Permit Program, which allows vehicles up to 95,000 pounds to travel between the Port of Oakland and East Oakland on city roads. Adeline Street Overhead Bridge can not support heavy containers so existing roadway will be enhanced to serve as a bypass route.                                                                                                                                                                                                                | ALA270204 | 25-T08-089 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                     | Not Modeled              |
| Alameda                    | San Leandro                             | Fairway Drive Traffic Calming                            | Project proposes to install Class IV bike lanes along Fairway Drive from Nicholson Street to Doolittle Drive including grade crossing modifications and signage and striping                                                                                                                                                                                                                                                                                                                                                                                                          | ALA270208 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                         | Not Modeled              |
| Alameda                    | San Leandro                             | Hesperian Boulevard Bike Lane Gap Closure                | This project will construct Class IV bike lanes on Hesperian Blvd. between East 14th St. and Bayfair Dr, upgrading the existing Class II bike lanes along this corridor to physically prevent vehicles from encroaching on the space reserved for bicycles using barriers such as medians, and/or striping with flexible delineators. This Project will also reduce lane widths, add crosswalk enhancements, install new curb ramps, and add signing and striping. The project will expand the class IV bicycle network in the vicinity such as the Fairmont Drive Bike Lane Project. | ALA270214 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                   | Not Modeled              |
| Alameda                    | San Leandro                             | R.E.S.C.U.E.-Protection and Repair of SF Bay Trail       | Regional Emergency Stabilization for Coastal Utility and Emergency Access (R.E.S.C.U.E.) San Leandro Project. The project will stabilize the San Leandro shoreline to protect and repair a critical segment of the San Francisco Bay Trail, a regionally significant recreational and transportation corridor.                                                                                                                                                                                                                                                                        | ALA270210 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                         | Not Modeled              |
| Contra Costa               | Contra Costa County                     | Marsh Drive Class I Bikeway                              | Construct 1.3 miles of a Class I separated path and close a gap in the bicycle network.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CC-270201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                         | Not Modeled              |

| County                 | Sponsor                                          | Project Name                                                  | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Contra Costa           | Contra Costa Transportation Authority (CCTA)     | Antioch and Oakley Smart Signals Project                      | <p>The Cities of Antioch and Oakley will upgrade key corridors including Hillcrest Avenue, Laurel Road, and Empire Avenue by modernizing and replacing existing signal equipment at multiple intersections which will be integrated with the Countywide Smart Signals initiative to improve regional connectivity. The project will implement a smart signal system to enhance coordination, reduce congestion and emissions, and prioritize transit and emergency vehicles, while adding video detection and analytics to improve safety.</p> <p>It will also support the development of a Transportation Management Center at CCTA, enabling real-time monitoring, more efficient traffic operations, and better incident response across the corridor.</p> | CC-270203 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not Modeled              |
| Contra Costa           | Moraga                                           | Moraga Way Safety and Connectivity Planning Study             | Planning study for Moraga Way focused on corridor safety and connectivity improvements, including supplemental planning, stakeholder and community engagement, corridor analysis, and planning-level cost estimates for multimodal improvements between Moraga Road and Orinda BART Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | CC-270202 | 25-T11-136 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not Modeled              |
| Marin                  | Golden Gate Bridge, Highway and Transit District | Replace 10 Over-the-Road Coaches                              | The Golden Gate Bridge, Highway and Transportation District (District) will replace 10 over-the-road coaches that have reached the end of their useful lives with new diesel coaches. The replacement vehicles will support continued intercounty commuter bus service between Marin and Sonoma Counties and San Francisco.                                                                                                                                                                                                                                                                                                                                                                                                                                   | MRN270203 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not Modeled              |
| Marin                  | Marin County Transit District                    | Rush Landing Operating Facility Improvements                  | This project will provide improvements to the Rush Landing operations facility to address building safety and efficiency by replacing cracked, broken pavement and installing: an elevator, a new HVAC system, security system, dedicated dispatch space, expanded bathrooms, and new locker rooms.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MRN270202 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not Modeled              |
| Regionanl/Multi-County | Westcat                                          | Smart Transbay Transit WestCat TSP System Upgrade             | Upgrade WestCat Transbay and Express Bus TSP on board system to a GPS system compatible with signals in the East Bay. Integrate TSP system with traffic signal systems in the area. Upgrading, configuration, and integration of onboard technology to support bus tracking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | REG270201 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                               | Not Modeled              |
| San Mateo              | San Mateo CCAG                                   | Strengthening Coastal Resilience: Smart Infrastructure        | This funding will improve safety and emergency preparedness for coastal communities in San Mateo County by equipping signalized intersections with generator backup and connection capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high need areas.                                                                                                                                                                                                                                                                                                                                                                                 | SM-270201 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not Modeled              |
| Sonoma                 | Sonoma County                                    | Donald Gap Pedestrian (Active Transportation) Imp.            | Construct new sidewalks, pedestrian facilities and a separate pedestrian/bicycle bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SON270201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not Modeled              |
| Sonoma                 | Sonoma County                                    | Moorland /Bellevue Safe Routes to School and Complete Streets | Converting the corridor of Moorland Avenue from Todd Road to Bellevue, portions of West Robles, Dutton Avenue, Bellevue Avenue from Moorland Avenue to Stony Point, and Dutton and Primrose Avenue to Bellevue Elementary and Amarosa Academy into a multi-modal corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SON270203 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not Modeled              |
| Sonoma                 | Sonoma County Regional Parks                     | Sonoma Schellville Trail                                      | The Sonoma Schellville Trail Design project is the next step toward transforming the former Northwestern Pacific Railroad (NWP) right of way to a 3-mile Class I bike path (aka Trail) along 8th Street East, between East Napa Street and Highways 12/121, near the City of Sonoma in unincorporated Sonoma County. Sonoma County Regional Parks is scheduled to complete acquisition from Union Pacific and proceed with completing preliminary engineering.                                                                                                                                                                                                                                                                                                | SON270202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not Modeled              |

| County                     | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
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| <b>Non-Exempt Projects</b> |         |                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           |            |                                                                              |                          |
| Alameda County             | ACTC    | 7th Street Grade Separation West                   | Oakland: Within the Port: Implement roadway and rail improvements including realigning and grade separating the intersection of 7th Street and Maritime St and constructing a rail spur underneath connecting the Joint Intermodal Terminal and the Oakland Harbor Intermodal Terminal yard, also reconstruct and widen the existing multi-use path.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA170086 | 25-T08-089 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Alameda County             | ACTC    | East Bay Greenway Phase 2                          | Generally along the BART alignment from Fruitvale BART station to South Hayward BART station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that generally follows the BART alignment from Fruitvale Station to South Hayward Station. The project would span approximately 13 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and Hayward. The project would utilize a combination of BART and Union Pacific Railroad (UPRR) Oakland Subdivision rights-of-way as well as adjacent streets including San Leandro Streets, San Leandro Blvd, and Whitman St. Many sections of the project will be constructed under the elevated BART tracks. Two road diet segments are included, from 47th Ave. to Seminary Ave. in Oakland and from Broadmoor Blvd. to Peralta Ave. in San Leandro, and intersections will be modified at various locations for enhanced bicycle and pedestrian safety. | ALA150008 | 25-T09-134 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Alameda County             | ACTC    | I-680 Express Lanes from SR84 to Alcosta Boulevard | Construct new express lanes on I-680 in Alameda and Contra Costa Counties. Phase 1 includes construction of the southbound express lane between SR-84 to north of Alcosta Blvd. Phase 2 includes construction of the northbound express lane from SR-84 to north of Alcosta Blvd. Project limits in Alameda County are PM10.6 to PM21.9 and in Contra Costa County are PM0.0 to PM1.1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA170009 | 25-T07-074 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | ACTC    | I-880/Whipple Rd Industrial Pkwy SW I/C Imps       | Union City/Hayward: at I-880/Whipple Rd Interchange: Implement interchange improvements including widening and reconfiguration of northbound diagonal off-ramp, northbound off-ramp, northbound diagonal on-ramp, northbound on-ramp widening of Industrial Parkway Southwest, an auxiliary lane on northbound I-880 from the Alvarado Niles Road interchange to the Whipple Road-Industrial Parkway SW interchange, local street intersection improvements, and construction of ped/bike improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA170005 | 25-T06-045 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | ACTC    | Oakland/Alameda Access Project                     | Between Fallon Street and Washington Street: Reconfigure interchanges and intersections to improve connections between I-880, the Posey and Webstertubes and the downtown Oakland area. Removal, reconstruction and reconfiguration of ramps with I-880 and I-980 including a new horseshoe connector between Posey Tube and I-880, removal of NB I-880/Broadway off-ramp viaduct, construction of a new through 6th Street connecting Oak Road to Broadway, reconstruction of Westbound I-980/Jackson Street off-ramp, widening of the NB 880 Oak St off-ramp, construction of new sidewalks, bicycle lanes and bike paths, intersection improvements, and local street modifications in downtown Oakland, China Town, Jack London Square, and within City of Alameda.                                                                                                                                                                                | ALA070009 | 25-T06-044 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Alameda County             | ACTC    | State Route 262 (Mission Blvd) Improvements        | In Fremont: Mission Blvd/I-680 IC: Implement interchange modifications at the I-680/SR-262 interchange and construct new bicycle and pedestrian facilities, including new separated Class IV bicycle lane and pedestrian facilities between Warm Springs Boulevard and east of the I-680/SR-262 Interchange.<br><br>Revised scope to remove the additional lane reflected in PBA 2050+.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA170001 | 25-T06-036 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | ACE     | ACE Platform Extensions                            | ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA170042 | 25-T11-136 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Alameda County             | CCJPA   | CCJPA SR84 Intermodal Bus Facility                 | Fremont: On SR84 near the Ardenwood Park-n-Ride: Construct an intermodal bus facility including the addition of westbound and eastbound bus stop platforms on SR84, allowing buses to pick-up and drop-off passengers from the Park-n-Ride at the elevated highway level. This will reduce bus travel time, especially during congestion, since buses will not need to get on and off SR84 to pick up and drop off passengers using the Park-n-Ride.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA210033 | 25-T11-136 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Alameda County             | Dublin  | Dublin Blvd. - North Canyons Pkwy Extension        | Alameda County, Dublin and Livermore: Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd: Construct four lane extension. The new extended street is planned to have bike lanes, off-street Class I trail, sidewalks, landscaping curb and gutter, traffic signals, a raised median, bus stops, and all street utilities. This project will consider the provision of dedicated transit lanes and/or queue jump lanes in addition to the mixed flow travel lanes for higher level of transit service with 10 to 20 minute headways during appropriate peak demand periods. This project will also require enhanced multimodal connectivity to various land uses along its stretch and at its terminus, including creating connectivity to 5 PDAs in two cities.                                                                                    | ALA150003 | 25-T08-096 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | Dublin  | I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2 | In Dublin: I-580/Fallon Rd I/C: Phase 2 reconstruct overcrossing to provide four-lanes in each direction, reconstruct the southbound to eastbound loop on-ramp, widen the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes, widen the eastbound on-ramp, widen the westbound off-ramp to provide two left turn and two right turn lanes, and widen the westbound on-ramp, add new bicycle lanes and sidewalks to close a significant gap in these modes I-580 Hacienda Drive Interchange: Reconstruct overcrossing to provide additional northbound lane, widen the eastbound off-ramp to include a third left-turn lane, modify the westbound loop on-ramp, and widen the westbound off-ramp to include a third left-turn lane, and add new bicycle lanes and sidewalks to close a significant gap in these modes. The project will be phased.                                                                | ALA170045 | 25-T06-033 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | Fremont | Irvington BART Station                             | Fremont: Along the BART corridor in the Irvington District, adjacent to the future alignment of the East Bay Greenway and the future Sabercat Trail (north fork): Construct a new BART station                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA230004 | 25-T11-167 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | Hayward | I-880 Auxiliary lanes at Industrial Parkway        | Hayward: I-880 NB between Industrial Pkwy and Alameda Creek I-880 SB between Industrial Pkwy and Whipple Rd: Construct auxiliary lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA090020 | 25-T07-076 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | Hayward | I-880 I/C Improvements (Winton Ave and A St)       | Hayward: I-880/A St. I/C: Reconstruct interchange, add bike lanes, modify signals and reconfigure intersections to improve truck-turning maneuvers. The interchange reconstruction will provide Caltrans with additional width on the I-880 mainline to accommodate auxiliary lanes in each direction between the I-880/Winton Avenue and I-880/A Street interchanges. This project has potential/conditional funding through Local Area Transportation Improvement Program (LATIP). Project could be implemented in multiple phases with I-880/A Street Interchange as the first phase and I-880/Winton Avenue and I-880 Mainline Aux Lanes as the second phase. ACTC is the Implementing Agency for the ENV phase; Hayward will be the Implementing Agency for the PSE phase.                                                                                                                                                                        | ALA170046 | 25-T06-047 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | Hayward | I-880/Industrial Parkway West Interchange          | In Hayward: At I-880/Industrial Parkway West: Reconstruct the interchange including replacement of overcrossing structure and a new 2-lane northbound off-ramp by realigning a section of Ward Creek. Realign northbound diagonal on-ramp, widen and realign southbound off-ramp, construct a southbound loop on-ramp to provide a HOV bypass. Create an auxiliary lane along northbound I-880 between Industrial Parkway West Interchange and Whipple Road/Industrial Parkway Southwest Interchange by restriping existing lanes and shoulders. This project includes widening of local streets to provide dedicated bikeways and sidewalks, signalization modifications and construction of a multi use bike and pedestrian path over the new overcrossing structure.                                                                                                                                                                                | ALA110002 | 25-T06-043 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County             | Hayward | Rt 92/Clawiter/Whitesell Interchange Improvements  | Hayward: Rt 92/Clawiter Rd: Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA090016 | 25-T06-068 | Non-Exempt (N/A) - N/A                                                       | 2040                     |

| County              | Sponsor             | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
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| Alameda County      | MTC                 | Bay Bridge Forward - West Grand HOV/Bus Only Lane  | Oakland: Along W Grand Ave from Mandela Pkwy through the I-80 on-ramp: Phase 1 of the project was completed in 2019, where a portion of shoulder (approximately 1,300 feet) at the on-ramp was converted to a bus/HOV lane. Phase 2 of the project will convert approximately half a mile of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge. The lane will be designated as a full-time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours. In addition, the project will also provide a multiuse path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA170011 | 25-T06-017 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2030                     |
| Alameda County      | MTC                 | Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext  | Alameda County: On I-580 westbound approach to the San Francisco-Oakland Bay Bridge toll plaza from the SR 24/I-980 interchange to I-80: convert one general purpose lane to an HOV lane. This is part of Bay Bridge Forward 2020.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ALA190018 | 25-T06-017 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Alameda County      | MTC                 | Bay Bridge Forward: I-580 WB to I-80 EB Connector  | The project proposes to improve bus travel time and reliability by converting approximately 830 feet of an existing shoulder on the I-580 WB to I-80 EB connector from Route 580 ALA 46.460R to Route 80 ALA 3.265 to a bus lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA250248 | 25-T06-017 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Alameda County      | MTC                 | Bay Bridge Forward: I-80 EB HOV Connector Bus lane | The project proposes to implement bus on shoulder on I-80 eastbound after the SFOBB touchdown adjacent to the HOV lane and on the I-80 eastbound connector.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA250247 | 25-T06-017 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Alameda County      | MTC                 | BBF: I-80 WB HOV/Bus Lane Extension                | Alameda County: On I-80 westbound between SFOBB Toll Plaza and Powell Street interchange: Construct a bus only or HOV lane to reduce transit delays and increase reliability. When completed, the project will extend the existing HOV/bus lane on I-80 approaching the (SFOBB) Toll Plaza to the Powell Street westbound diagonal on-ramp for HOVs and buses to bypass congestion and improve bus operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA210028 | 25-T06-017 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Alameda County      | Oakland             | 42nd Ave and High St I-880 Access Improvements     | The project comprises of various element of roadway features to improve access for traffic to and from the I-880 freeway ramps, the City of Oakland, and the City of Alameda.<br><br>The improvements include construction of an extension of 42nd Ave from the off-ramp to Alameda Avenue, and an extension from High Street to Alameda Avenue. The project will implement elements including traffic signals, roadway widening for vehicles, bicycles, sidewalks and ADA compliant ramps, traffic signals and signal interconnect cables, roadway markings and signage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ALA250240 | 25-T06-046 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2040                     |
| Alameda County      | Oakland             | West Grand Avenue Corridor Improvements            | Oakland: Grand Avenue between Mandela Parkway and San Pablo Avenue (possibly up to Broadway): Provide safe and accessible opportunities to walk, bike, roll, and take transit on West Grand Avenue to connect residents to jobs, services, and regional transportation connections. The project will implement pedestrian safety improvements including marked crosswalks, bulb outs, and updated curb ramps. The project will also install a protected bike facility to replace the existing bike lane. In addition, this project will improve access to transit and will implement improvements to improve bus reliability, including bus boarding islands and exploring the feasibility of bus only lanes in both directions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA210024 | 25-T08-099 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Alameda County      | Oakland             | West Oakland Howard Terminal Downtown Connectivity | Between West Oakland, Downtown Oakland, the Port of Oakland, and Jack London District: Provide connectivity with major improvements along several corridors serving the area, delivered in two major phases.<br><br>Phase 1: A transit hub would be constructed on 2nd Street generally between Brush Street and Broadway. Within the Jack London District, west of Broadway, there are several sidewalk gaps along 3rd Street that would be closed. Access between the Port and I-880 via Adeline Street would be improved with new and modified traffic signals and lane geometric changes. 8th Street from Martin Luther King Jr Way (MLK) to Fallon Street will be improved to enhance pedestrian safety and access to the Lake Merritt BART Station. Freeway undercrossings at five locations (I-980 at 7th St, I-880 at Market Street, I-880 at MLK, I-880 at Washington St, and I-880 at Broadway) will be improved to reconnect communities currently separated by dark, uninviting spaces. All intersection changes along the stated corridors would include improved pedestrian crossing treatments.<br><br>Phase 2: Market Street between the railroad tracks and 8th Street would be improved with at-grade railroad crossing improvements, new and modified traffic signals, lane geometric changes, bike lanes, and sidewalks. The project also includes railroad corridor improvements including at-grade railroad crossing improvements between Schnitzer Steel and Oak Street, and a grade separated over crossing at Adeline Street. Last, this project includes intersection safety changes at Brush Street intersection with 17th and 18th Streets, Martin Luther King Jr. Way at 17th Street, and Castro Street at 5th Street. | ALA210023 | 25-T09-134 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Alameda County      | Port of Oakland     | Port of Oakland Green Power Microgrid              | Plan, design, and install 145 chargers for battery-electric heavy duty trucks and cargo handling equipment in the Seaport; and 1 megawatt (MW) of solar panels; and up to 6.5 MW of battery storage; and associated substation upgrades. This project will support and accelerate the transition of heavy-duty equipment from diesel to zero emissions, in alignment with the Port's Seaport Air Quality 2020 and Beyond Plan – the Pathway to Zero Emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA250222 | 25-T08-089 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Alameda County      | Port of Oakland     | Terminal Modernization Segments 1-4                | This Project includes Wharf-Related Infrastructure Improvements: Segment 1 Planning and Design of Wharf Related Infrastructure; Segment 2 Leveling and Integration of Backlands at Berth 33/34; Segment 3A Zero Emission Cargo Handling Equipment and Infrastructure at Matson Terminal; Segment 3B Zero Emission Cargo Handling Equipment and Infrastructure at Matson Terminal; Segment 4 Phase 1 Outer Harbor Terminal Modernization.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA250235 | 25-T08-089 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Alameda County      | Valley Link         | Valley Link Rail System (Phase 1)                  | Construction of a new 22-mile, four-station passenger rail system between the Dublin/Pleasanton BART station in Alameda County and the Mountain House Community Services District in San Joaquin County including stations at Isabel Avenue and Southfront Road in the City of Livermore.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ALA230204 | 25-T12-177 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Alameda County      | Union City          | East-West Connector: Decoto and Quarry Lakes Pkwy  | Union City and Fremont: Decoto Rd from I-880 to SR-238 (Mission Blvd): Widen roadway and implement complete streets improvements. Decoto Complete Streets is a transit priority corridor with separate Class I system for bikes and pedestrians. Quarry Lakes Pkwy alignment between Paseo Padre Pkwy and SR-238: Construct new, 4-lane multimodal corridor. QLP is a new four-lanes, multimodal corridor with buffer bike lanes and separated Class I trail for bikes and pedestrian with landscaped areas, street trees, and utilities to support the 100 acres Union City BART Station PDA. Project will be constructed in usable phases to support new housing developments, access to Union City BART Station and complete trail connections. PBA2050 ID is 21-T07056. Other State funds are SR-84 LATIP funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA978004 | 25-T08-097 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | Brentwood           | Brentwood Boulevard Widening - North (Phase I)     | Brentwood: Brentwood Boulevard from Havenwood Avenue to Homecoming Way: Phase I-Widen from 2 to 4 lanes, with two lanes in each direction with two bike lanes, curbs, gutters, medians, sidewalks, street lights and landscaping on each side of the roadway, including a new parallel bridge over Marsh Creek, traffic signal modification at Brentwood Boulevard / Grant Street, and moving overhead power lines, telephone lines and cable lines underground. CIP 336-3162.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CC-070011 | 25-T08-102 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | Brentwood           | Brentwood Boulevard Widening - North (Phase II)    | Brentwood: Brentwood Blvd. between Homecoming Way and Lone Tree Way: Widen existing roadway from 2 to 4 lanes for 2600 linear feet including curb, gutter, sidewalk, bike lanes, street lights and landscaping                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CC-170015 | 25-T08-101 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | Contra Costa County | Byron Highway - Vasco Road Connection              | Contra Costa County: Implement a roadway extension between Vasco Road south of Camino Diablo and Byron Hwy east of the Byron Airport. Improvements include extending a new two-lane roadway and bicycle and/or pedestrian enhancements on Camino Diablo, Walnut Blvd, Concord Ave, Byron Hwy, and the Armstrong Rd extension.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CC-070081 | 25-T08-105 | Non-Exempt (N/A) - N/A                                                       | 2050                     |

| County              | Sponsor             | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
|---------------------|---------------------|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------------------------------------------------------------------------|--------------------------|
| Contra Costa County | Contra Costa County | Camino Tassajara Realignment, S of Windemere Pkwy  | Realign curves along Camino Tassajara, widen roadway to from two to four lanes, and install Class II bike lanes. The project will be coordinated with the City of Dublin to tie into existing improvements along Tassajara Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | CC-170016 | 25-T08-106 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Contra Costa County | CCTA                | I-680 NB Express Lane Completion                   | Contra Costa County: NB I-680 from Livorna Rd to Arthur Rd. 1) From Livorna Rd to SR-242: Extend Managed Lane; 2) From SR-242 to Arthur Rd: Convert Existing HOV Lane to Express Lane; 3) From N Main St to Treat Blvd: Operational improvements consisting of braided ramps with a new dedicated truck scale off ramp to the existing truck scale facility; and 4) Various locations along NB I-680: Install limited access buffers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-170017 | 25-T07-075 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Contra Costa County | CCTA                | I-680 Part Time Transit Lane                       | In Contra Costa County: On NB I-680 between Bollinger Canyon Road and Ygnacio Valley Rd: Increase bus service efficiency by implementing bus operations on shoulder (BOS). Conduct testing and training at GoMentum Station. PBA2050 ID: 21-T12-122                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-170061 | 25-T11-144 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | CCTA                | I-680/SR 4 I/C Reconstruction - Ph 2a,4            | Contra Costa County. I680/SR4 I/C. Phase 2A: extend the SB680 collector-distributor ramp and install a ramp metering facility for the WB SR4 on-ramp. Phase 4: Construct Southbound I-680 to Eastbound SR 4 connector.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CC-010023 | 25-T06-040 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Contra Costa County | CCTA                | Reconstruct I-80/San Pablo Dam Rd Interchange Ph2  | San Pablo: At the I-80/San Pablo Dam Rd (SPDR) I/C: Reconstruct I/C, includes providing access to McBryde Ave through a new connector. Project will enhance operations and safety for autos, pedestrians, and bicyclists in the vicinity of the interchange.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CC-070035 | 25-T06-021 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | CCTA                | SR-4 Operational Improvements - Initial Phases     | State Route 4 Operational Improvements - Eastbound: (a) Extend a lane from the lane drop at Port Chicago Interchange to the Willow Pass Rd off-ramp and end as a mandatory exit lane. (b)Construct a new general purpose lane between the Willow Pass Rd off-ramp and the Willow Pass Rd on-ramp. The new general purpose lane would eliminate the mandatory exit at Willow Pass Rd off-ramp from (a) and connect to the existing auxiliary lane between Willow Pass Rd on-ramp & San Marco Blvd off ramp. Construct a second exit lane at the EB SR4 off-ramp to San Marco Blvd to accommodate existing and future peak hour traffic volumes. (c) Construct auxiliary lane from the San Marco Blvd loop on ramp to the existing deceleration lane at Bailey Rd off-ramp. (d) Construct an auxiliary lane between the Port Chicago Highway on-ramp and the Willow Pass Road off-ramp. Westbound: Construct a lane from Willow Pass Rd on-ramp connecting to the existing added lane, east of the Port Chicago Highway off-ramp and a second exit lane at Port Chicago Highway off-ramp. Modify one of the mandatory exit lanes to SR242 to an optional exit lane, allowing three lanes exit to SR242 and three lanes to continue on WB SR4. RTP ID: 21-T06-031                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-170018 | 25-T07-080 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | Hercules            | Hercules Intercity Rail Station                    | Hercules: At future train station: Relocate the Kinder Morgan pipeline, Shell pipeline, fiber optic line construct the 3rd track for the new station, construct the new station building, multi-use trail, retaining walls, and parking structure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | CC-030002 | 25-T11-170 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Contra Costa County | MTC                 | RSR Forward: ORT and I-580 WB HOV Lane             | Contra Costa County: On westbound I-580 approaching the Richmond-San Rafael (RSR) Bridge beginning at the I-580 / Regatta Avenue Interchange: Provide safety and operational improvements by converting one of the three existing general-purpose lanes to a high-occupancy vehicle (HOV) lane and replacing the existing tolling structure with overhead toll gantries east of the existing toll booths. PBA 2050 ID: 21-T06-020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CC-210010 | 25-T06-017 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Contra Costa County | Oakley              | Civic Center Railroad Platform Park n Ride Complex | Oakley: Main Street between 2nd Street and O'Hara Avenue: construct two parking lots (approximately 150 spaces each) on a portion of one City owned parcel covering a total of approximately 104,000 square feet, or 2.38 acres. The project components consist of site clearing, curb and gutter, vertical curb, storm drain system, street and parking lot paving, landscaping and irrigation, electrical and communications infrastructure for the parking lots and a future train platform, signing and striping, and design and construction management. The project will also include fencing, lighting, and bicycle racks. The parking lots project is the first step toward the construction of a train platform at this location. The future train platform will be part of an expanded service to be established and operated by the San Joaquin Joint Powers Authority (SJJPA), which operates the rail service line. The train platform is identified as a potential stop in the recently updated 2016 SJJPA Business Plan. The new parking lots in Oakley will provide the infrastructure necessary for connection to an accessible rail transportation system for the multi-modal movement of goods and people. Constructing a train platform before there is parking to serve it is not practical unless there is parking located near it. At present, there is little to no parking near this location. The future train platform will also be regional in nature as there is no train platform in nearby Brentwood. The future train platform would serve Discovery Bay, Knightsen, Bethel Island and Byron, in addition to Oakley. The City of Oakley is working in collaboration with the San Joaquin JPA and also working on finding other funding mechanisms for the train platform. The City anticipates applying for federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds in addition to other available funding for the train platform. | CC-170019 | 25-T11-136 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Contra Costa County | Richmond            | I-80/Central Avenue - Local Portion                | Richmond: I-80/Central Ave Interchange: Improve traffic operations, increase spacing between signalized intersections east of I-80, relocate signal at Pierce St/Central Ave to San Mateo St/Central Ave, convert Pierce St at Central Ave to "right in, right out" access, Construct new roadway between San Mateo St and Pierce St. Project elements include new and removed signals, pavement resurfacing/reconstruction, widened turn pocket, street parking reconfiguration, striping, undergrounding/relocation of power/telecom poles as needed with local funds, underground utility adjustments, relocation of bus stops with possible bus shelter, parking lot reconfiguration, class III bike route, landscaping and bioretention, new and replacement street lighting, and sidewalk, curb ramp, driveway apron, and curb and gutter improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CC-050076 | 25-T06-020 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Contra Costa County | SJRR                | Oakley Station Platform                            | Oakley: North of Main Street between 2nd St and O'Hara Ave: Construct a new train station platform for the Amtrak San Joaquin inter-city rail service. Constructs a station track siding with two turnouts, within the existing railroad right-of-way. Includes shelters, lighting, signage, ADA-compliant pedestrian sidewalks and other associated improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | CC-190002 | 25-T11-136 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Contra Costa County | San Ramon           | Crow Canyon Road (Alcosta to Indian Rice) Widening | San Ramon: Crow Canyon Rd from Alcosta Blvd to Indian Rice Rd: Widen to three lanes in each direction. Work will be completed in two phases. Phase 1 limits: Alcosta to St. George. Phase 2 limits: St. George to Indian Rice Road. PBA 2050 ID 21-T07-056                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | CC-190001 | 25-T08-103 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Marin County        | MCTD                | US101 Part Time Transit Lane                       | US 101 Part Time Transit Lane Project (PTTL) is a proposed pilot project on the shoulder of the southbound US 101, in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael. This project will improve bus travel times for Marin County Transit District (Marin Transit) and Golden Gate Transit Services during peak congestion. This project has been identified as a low-cost way to provide highly visible transit priority for transit buses and provide significant time travel savings for bus riders.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | MRN230206 | 25-T11-150 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2040                     |
| Marin County        | San Anselmo         | San Anselmo - Center Blvd Bridge Replace (27C0079) | San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MRN110032 | 25-T01-003 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Marin County        | TAM                 | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)    | Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma Convert expressway to freeway and widen to 6 lanes for HOV lanes. Provide funds for TAM management, oversight, and coordination with Caltrans for the PSE phase. Funds include the following: HPRR #2444 (100% of the total \$12Million Earmark) a portion of HPP #3762 (\$1.5M of the total \$15M Earmark) and FY05/06 Annual Appropriation (100% of the total \$850k Earmark). Also includes completed Phase 1 work.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | MRN050034 | 25-T07-072 | Non-Exempt (N/A) - N/A                                                       | 2025                     |



| County                | Sponsor         | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
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| Napa County           | American Canyon | Eucalyptus Drive Realignment Complete Streets      | American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend Eucalyptus 450' to the east, connecting at SR 29. Construct travel lanes, median, curb, gutter and sidewalk, Class 1 bicycle facilities, landscaping, striping, signage, drainage and traffic signal improvements. Complete the 4th leg of the Eucalyptus/SR29 intersection. Improvements at the Rio del Mar/SR 29 intersection necessary to make the intersection right-in/right-out only. Close Theresa Avenue from Los Altos to Eucalyptus (approx. 140') and construct improvements to create a pedestrian/bicycle corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | NAP110029 | 25-T09-134 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Regional/Multi-County | BART            | BART Transbay Core Capacity Improvements           | BART: Systemwide: Implement a multi-pronged effort to address capacity issues in the Transbay corridor and is in coordination with the BART Metro Program project. The project elements are: Communication-based train control (CBTC) system to safely enable closer headways and allow BART to operate more frequent service (12 minute frequencies) Expansion of the rail car fleet by 306 vehicles to add cars to existing trains and operate more frequent trains Added traction power substations to allow more frequent service. Project also references 17-10-0016                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | REG170017 | 25-T11-173 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Regional/Multi-County | BART            | BART: Railcar Procurement Program                  | Fund the replacement of all existing 669 railcars for BART when the cars reach the end of their useful life and procure new railcars. Project also references RTP IDs 240182, 240196, and 21132. Project is related to REG050020. Costs for an additional 60 cars are included in SCL110005 and costs for an additional 23 cars are included in BRT030001 for a total of 873 cars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | REG090037 | 25-T01-005 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Regional/Multi-County | MTC             | Freeway Performance Initiative (FPI)               | Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | REG090003 | 25-T06-018 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Regional/Multi-County | SMART           | SMART Rail System Extension to Healdsburg North    | In Sonoma County, benefitting communities along the SMART corridor. SMART Rail system extension north of Windsor through Healdsburg, including passenger and freight rail and SMART Pathway/Great Redwood Trail. Project is renovation of existing rail infrastructure making expansion of rail services possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | REG250212 | 25-T12-181 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| San Francisco County  | Caltrans        | US 101 Doyle Drive Availability Payments           | San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange: Availability payments for roadway replacement/rehabilitation project SF-991030                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SF-190011 | 25-T01-002 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Francisco County  | Port of SF      | Mission Bay Ferry Terminal                         | San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system. The Mission Bay Ferry Landing will serve 350,000 annual weekday passengers plus 125,000 people traveling to special events each year. The new ferry landing will enable critical Transbay and regional ferry service to and from the fastest growing neighborhood of San Francisco and the East and North Bays. It will also provide a direct regional link to the new 550-bed University of California Mission Bay hospital campus and 18,000-seat Golden State Warriors arena. The landing is projected to open for revenue service in 2027, adding vital regional transit capacity within the next five years that will alleviate current overcrowding, serve planned future growth and provide resiliency in the event of an earthquake, BART or Bay Bridge failure or other unplanned event. Service will be provided by San Francisco Bay's ferry operator-the Water Emergency Transit Agency with weekday morning and evening peak commute service linked from the downtown Ferry Building plus direct service for an estimated 80 annual special events at the arena. The ferry landing will be equipped with electrical infrastructure to provide charging for electrified ferry service across the bay. | SF-170001 | 25-T11-136 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| San Francisco County  | SFCTA           | HOV/HOT Lanes on U.S.101 and I-280 in SF           | San Francisco: On US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp: Convert a mixed traffic lane in each direction to HOV to enhance carpool and transit operations during peak periods in order to complement HOV lanes through San Mateo county and/or as part of a potential/demonstration congestion charging program in SF and project develop for converting to HOT lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SF-130008 | 25-T07-070 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| San Francisco County  | SFCTA           | I-280 Ocean/Geneva Interchange Improve. at Balboa  | San Francisco: Implement interchange improvements that may include intersection geometry changes, traffic signal changes, and Intelligent Transportation System (ITS) elements in the Balboa Park Station area, including the I-280 Northbound Geneva Ave and I-280 Southbound Ocean Ave off-ramps, to improve traffic circulation and safety for pedestrians & bicyclists. The project will coordinate with Caltrans, SFMTA, and SFPW.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SF-250201 | 25-T06-025 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Francisco County  | SFCTA           | Quint-Jerrold Connector Road                       | San Francisco: From Oakdale Avenue to Jerrold Avenue: SF has proposed the Quint-Jerrold Connector Road as alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks. The project is to be coordinated with Caltrain's Quint Street Bridge Replacement project which closed Quint Street through access beneath the Caltrain tracks at that location. The Bridge Replacement project replaced the existing bridge structure with a berm, which would facilitate the potential future siting of a Caltrain Oakdale Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SF-150008 | 25-T08-093 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Francisco County  | SFCTA           | SF Downtown Congestion Pricing                     | This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering downtown San Francisco. Improvements include toll affordability programs; street improvements to support transit operations and cycling and pedestrian safety; frequency improvements on various Muni/SamTrans routes; transit signal priority; and dedicated bus lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SF-130017 | 25-T05-016 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Francisco County  | SFCTA           | Yerba Buena Island Multi-Use Path and Transit Lane | San Francisco: On Yerba Buena Island along Hillcrest Rd and Treasure Island Rd: Build new multi-use path connecting the Bay Bridge East Span Bike Landing on YBI to the future Bay Bridge Skyway on West Span and to the Ferry Terminal on Treasure Island; and a dedicated transit lane facility on Treasure Island Road between Treasure Island and the Bay Bridge West Span. The length of the transit lane is 0.6 miles westbound transit and emergency vehicle-only lane and on-ramp along Treasure Island Road, from Macalla Road to westbound I-80/Bay Bridge, including the transit-only on-ramp. When the transit lane opens in 2029, the buses expected to use the transit lane will be Muni and AC transit buses. Both Muni and AC transit have plans to convert all buses to Zero Emission by 2040 (which is a state mandate).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SF-210001 | 25-T09-134 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Francisco County  | SF DPW          | Harney Way Roadway Widening                        | San Francisco: Harney Way from US 101 to Jamestown: Improvements include right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk improvements, roadway construction, and traffic signal improvements. Project will acquire land on the East side of Harney Way between Executive Park Boulevard East and Executive Park Boulevard West. Widening project will accommodate two additional mixed flow lanes and two exclusive bus rapid transit lanes between US 101 and Jamestown. (Segment F.b.) Project is phased                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SF-090004 | 25-T08-093 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2040                     |
| San Francisco County  | SF DPW          | HOPE SF Street Network - Sunnysdale and Potrero    | Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnysdale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SF-170013 | 25-T08-093 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Francisco County  | SF DPW          | Hunters Pt Shipyard and Candlestick Pt Local Roads | In San Francisco: Hunters Point Shipyard and Candlestick Point: Build new local streets to support multi-modal mixed use development. Includes roadway, streetlights, streetscape, traffic signals, overhead signs, sidewalks, curbs, and gutters. The project is phased.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SF-110006 | 25-T08-093 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| San Francisco County  | SF DPW          | SF- Better Market Street Transportation Elements   | In San Francisco: Phase 1: Market St, from 5th Street to 8th Street; Future Segments: from Octavia to 8th Street and from 5th Street to Fremont Street: improve roadway, including resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes and utility relocation and upgrade. The project also includes installation of the F Loop, which will improve efficiency of the historic streetcar F Line.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SF-130001 | 25-T09-134 | Non-Exempt (N/A) - N/A                                                       | 2025                     |

| County               | Sponsor        | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
|----------------------|----------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------------------------------------------------------------------------|--------------------------|
| San Francisco County | SFMTA          | Geary Bus Rapid Transit                            | San Francisco: Along the Geary corridor between 34th Avenue and Market Street (including Geary Boulevard and Geary and O'Farrell streets): Design and implement transit performance and safety improvements. Scope elements include dedicated transit-only lanes, upgraded bus stops with amenities, new and upgraded traffic signals, upgraded corridor communication systems, pedestrian bulbs, traffic calming, and other pedestrian safety and accessibility measures. The Geary BRT project will be delivered in two phases. The first phase, the Geary Rapid Project, includes the Geary corridor between Market and Stanyan streets. Major scope elements include side-running transit-only lanes, bus and pedestrian bulbs, removal of the Steiner pedestrian overcrossing, introduction of new signalized pedestrian crossings, and a lane reduction along the Geary Expressway between Scott and Gough streets. The second phase, the Geary Boulevard Improvement Project, includes Geary Boulevard between Stanyan Street and 34th Avenue in the Richmond district. Major scope elements include side-running transit-only lanes, bus bulbs, traffic signal upgrades, and pedestrian safety measures. The projects will be coordinated with SF Public Utilities Commission-sponsored water and sewer upgrades as well as SF Public Works-sponsored roadway re-paving to minimize construction impacts to the community. | SF-070004 | 25-T11-153 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Francisco County | SFMTA          | Geneva Harney BRT Infrastructure - Eastern Segment | SFMTA: Bus rapid transit facilities from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development. Includes pedestrian/bicycle treatments and special bus shelters/landscaping/art for identity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SF-090023 | 25-T11-155 | Non-Exempt (N/A) - N/A                                                       | 2050                     |
| San Francisco County | SFMTA          | Geneva Harney BRT Infrastructure: Central Segment  | SFMTA: Bus rapid transit facilities from Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue. Includes pedestrian/bicycle treatments and special bus shelters/landscaping/art for identity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SF-090020 | 25-T11-155 | Non-Exempt (N/A) - N/A                                                       | 2050                     |
| San Francisco County | SFMTA          | Light Rail Vehicle Procurement                     | SFMTA: Fleet-wide: Procure 219 light rail vehicles with an option for an additional 45 vehicles to replace existing fleet and expand service. The contract with Siemens calls for an array of replacement (151) and expansion vehicles (113). State-of-the-art vehicles will be equipped with innovative safety features, improved passenger amenities and modern information systems. \$16.8M of funding for vehicles to serve Central Subway accounted for in TIP ID SF-010037 (Central Subway Project).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SF-090012 | 25-T01-005 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| San Francisco County | SFMTA          | SF Muni Third St LRT Phase 2 - New Central Subway  | Extend the Third Street Light Rail line into a new subway generally in a north-south alignment under Fourth Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes procurement of four LRVs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SF-010037 | 25-T12-176 | Non-Exempt (N/A) - N/A                                                       | 2025                     |
| San Francisco County | SFMTA          | SFMTA - Core Capacity Program                      | SFMTA: Along the K, J and M-Line Corridors: Design and implement high priority route improvements from the Muni Forward Program. Project includes a combination of transit signal priority, transit-only lanes, stop consolidation, and complementary facility and pedestrian improvements. Included in the award are a set of targeted improvements to two key rail corridors: the J and M-Lines and design for the K-line.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SF-190012 | 25-T11-138 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Francisco County | SFMTA          | Transit Center in Hunters Point                    | Muni: Transit Center in Hunters Point Construct 10 bays, Low-level platform, Operator restroom, bus shelters, platform communications and monitoring network (signals, closed circuit TVs, etc.), sidewalks and roadway, Electrical ductbank for MUNI power, lighting for transit stations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SF-090016 | 25-T11-136 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Francisco County | TBJPA          | Transbay Terminal/Caltrain Downtown Ext: Ph. 2     | San Francisco: From Fourth/Townsend to Salesforce Transit Center: Extend Caltrain /High Speed Rail to Downtown San Francisco (DTX) Extend Caltrain rail service from 4th St/Townsend St in San Francisco to Salesforce Transit Center in downtown San Francisco, including two new stations: Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the Salesforce Transit Center building. Plan Bay Area 2050 RTP ID: 21-T11-110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SF-050002 | 25-T12-178 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Francisco County | TIMMA          | Treasure Island Congestion Pricing Program         | San Francisco: Treasure Island: Implement Congestion Pricing Program on Treasure Island including parking pricing and tolling of vehicles entering and exiting Treasure Island as a TDM toll for planned redevelopment of Treasure Island.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SF-110049 | 25-T05-015 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| San Francisco County | TIMMA          | Treasure Island Pricing Mobility Improvements      | San Francisco: On Treasure Island: This project will deliver mobility improvements associated with the Treasure Island Congestion Pricing Program. Multi-modal mobility improvements include transit capital, operating & maintenance; TDM measures; and a Transportation Affordability Program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SF-130005 | 25-T05-015 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Francisco County | WETA           | WETA: Electric Vessels and Related Infrastructure  | WETA: Fleetwide: Support the purchase/construction of all-electric vessels and related charging infrastructure. This includes providing public ferry terminal floats, electrical equipment, and all electric battery powered vessels for service in the San Francisco Bay. This project support TIP ID SF-170001.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SF-190008 | 25-T01-007 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| San Mateo County     | Caltrain       | Peninsula Corridor Electrification Expansion       | Caltrain: Electric Multiple Unit (EMU) fleet: Expand fleet through procurement of an additional 40 vehicles. This will build on the initial procurement of 96 EMUs through the Peninsula Corridor Electrification Project, which is fully funded and underway. This includes minor modifications to lengthen some station platforms to accommodate 8-car EMU's as well as wayside bike improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SM-190002 | 25-T01-007 | Non-Exempt (N/A) - N/A                                                       | 2025                     |
| San Mateo County     | Millbrae       | Widen Millbrae Avenue                              | Millbrae: Millbrae Avenue between Rollins Road and US101 Southbound On Ramp: Widen roadway/overpass and resurface the intersection of Millbrae Avenue and Rollins Road. Repairs include: AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, install new sidewalk, replacing pavement markings and traffic signal detection devices including additional striping for class 2/4 bike trail for future connections to Old Bayshore Highway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SM-210001 | 25-T08-093 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| San Mateo County     | Pacifica       | Manor Drive Overcrossing and Milagra On Ramp       | In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing over Hwy 1 at Manor Drive and install traffic signals to better facilitate traffic. The project will also look at an on ramp option at Milagra Dr.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SM-170004 | 25-T06-063 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| San Mateo County     | Redwood City   | Blomquist Street Extension                         | Redwood City: On Blomquist Street from Maple Street to Bair Island Road: Extend roadway across Redwood Creek. Project may be phased based on developer funding.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SM-090007 | 25-T08-093 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| San Mateo County     | Redwood City   | Redwood City Ferry Service                         | SF Bay Area: Between Redwood City and San Francisco/Oakland: Environmental clearance and design of ferry transit service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SM-110002 | 25-T11-165 | Non-Exempt (N/A) - N/A                                                       | 2050                     |
| San Mateo County     | San Carlos     | US101/Holly St I/C Mod and Bike/Ped Overcrossing   | San Carlos: At Holly St/ US-101 Interchange: Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop and construct a grade-separated multipurpose path that connects the east side of Highway 101 to the west                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SM-090008 | 25-T06-050 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Mateo County     | San Mateo CCAG | Improve US 101 operations near Rte 92              | San Mateo: At the US 101/SR 92 interchange: Improve traffic flow, safety and increase mobility by minimizing traffic conflict locations and improving peak-period travel times along US 101 and SR 92 within project limits.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SM-090014 | 25-T06-052 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| San Mateo County     | San Mateo CCAG | US 101/SR 92 Interchange Direct Connector Project  | The project proposes to create a dedicated connection between State Route (SR) 92 and US 101 express lanes. This new connection would operate like the express lanes recently opened on US 101 in San Mateo County. Currently, there is no existing High Occupancy Vehicle (HOV) direct connector between US 101 express lanes and SR 92 that might provide incentives for carpool or bus use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SM-250201 | 25-T06-053 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| San Mateo County     | San Mateo CCAG | US-101 Managed Lanes North of I-380                | San Mateo and San Francisco counties: On US-101 from I-380 to logical termini near the SM/SF County Line: Install managed lane (HOV or Express Lane) in each direction. SMCTA is co-sponsoring the project. Alternatives include (minimum) converting inside travel lane in each direction to managed lane and maintaining standard shoulder widths to the extent feasible plus outside widening to accommodate auxiliary lanes as necessary or (maximum) adding a lane in each direction and modifying under/over crossings and overheads of existing structures where necessary. Post Miles are SM 19.2/26.1 and SF 0.0/0.5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SM-190009 | 25-T07-077 | Non-Exempt (N/A) - N/A                                                       | 2040                     |

| County             | Sponsor             | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
|--------------------|---------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------------------------------------------------------------------------|--------------------------|
| San Mateo County   | SAMTRANS            | SamTrans Express Bus Service                       | San Mateo, San Francisco and Santa Clara Counties: On the US-101 Corridor between 1) Sunnyvale and San Bruno BART station, 2) Foster City and San Francisco, 3) Redwood City and San Francisco, and 4) San Mateo and San Francisco: Implement a network of four express bus routes. The launch of express bus service is envisioned to occur in conjunction with the opening of the managed lane on US-101 in San Mateo County. The project entails procuring a fleet of electric buses, and related charging infrastructure to run the service, as well as associated bus stop and park-and-ride lot improvements. Other State funds are LCTOP                                                                                                                                                                                                                                                                                                                                                                      | SM-190003 | 25-T11-162 | Non-Exempt (N/A) - N/A                                                       | 2025                     |
| San Mateo County   | South San Francisco | US 101/Produce Avenue Interchange Improvements     | On Route US 101 in San Mateo County, in the City of South San Francisco (PM 21.3/21.7). Reconstruction and reconfiguration of the roadway and access improvements will be implemented. Improvements are as follows: Extend Utah Avenue to the west over US 101 to connect with San Mateo Avenue, construct one structure and six retaining walls; and providing a barrier-protected multi-use path along the overcrossing, a new sidewalk in the westbound direction., and signalized crosswalks. Proposed intersection improvements at the Produce Avenue/San Mateo Avenue/Airport Boulevard/S. Airport Boulevard intersection may be prioritized based on available funding                                                                                                                                                                                                                                                                                                                                        | SM-110003 | 25-T06-054 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Santa Clara County | Gilroy              | Tenth Street Bridge at Uvas Creek                  | The project will construct a new bridge over Uvas Creek to connect two segments of Tenth Street. It will include two vehicular traffic lanes, a median, buffered bicycle lanes, and sidewalks on both sides. Tenth Street and Uvas Park Drive will be raised on the approach embankments. The project includes a breezeway bridge to allow users of the Uvas Creek Levee Trail to pass unimpeded under Tenth Street. To accommodate the realignment of Tenth Street and improve safety, the curb returns and driveway at Gilroy High School will be reconstructed to match grades and connect sidewalks. A roundabout will also be constructed at Tenth Street/Uvas Park Drive. Tenth Street improvements will include sidewalks, bikeways, crosswalks, restriping, signing, curb-and-gutter, storm drain, lighting, and repaving.                                                                                                                                                                                   | SCL250204 | 25-T08-093 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2040                     |
| Santa Clara County | Milpitas            | Calaveras Boulevard Improvements                   | Milpitas: Calaveras Blvd. (SR-237) overpass at UPRR/BART tracks from Abel St to Milpitas Blvd: To improve traffic operations, construct to widen from 4 to 6 lanes and modify signing, striping and signals. Add bikeways and sidewalks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL190009 | 25-T08-115 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Santa Clara County | Milpitas            | South Milpitas Blvd Extension and Bridge           | Milpitas: S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge. The vehicular bridge is part of the Metro Area Specific Plan circulation infrastructure plan to provide vehicular, bicycle and pedestrian connectivity between Metro developments, Milpitas BART Station, Great Mall and surrounding residential developments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL210035 | 25-T08-093 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not modeled              |
| Santa Clara County | San Jose            | Julian and St. James Couplet Conversion            | San Jose: Along Julian St from Market St to 3rd St, St James St from Market St to 4th St, 3rd St from Julian St to St. John St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks.                                                                                                        | SCL210026 | 25-T09-134 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2030                     |
| Santa Clara County | San Jose            | San Jose - Autumn Street Extension                 | In San Jose: Autumn St between Julian Street and San Carlos Street: widen, partially realign, and extend Autumn Street between Coleman and Park Avenue, approximately 1.1 miles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL110006 | 25-T08-093 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Santa Clara County | San Jose            | Story Keyes Complete Streets                       | The Story-Keyes Complete Streets Project spans 2.3 miles from 3rd Street to King Road, serving a regional commercial hub and multiple MTC Priority Development Areas. The project adds raised bikeways, protected intersections, transit boarding islands, wayfinding, micromobility stations, green stormwater infrastructure, and pedestrian-scale lighting and other improvements for bicyclists, pedestrians, and transit riders. Bus-only lanes are a potential element on the wider Story Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SCL230210 | 25-T09-134 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | Not Modeled              |
| Santa Clara County | San Jose            | US 101/Old Oakland Road Interchange improvements   | Oakland Rd from Commercial St to US 101: Widen roadway including the overcrossing to 8 lanes. Commercial St from Oakland Rd to Berryessa Rd: Widen to add turn lanes. Commercial St from Berryessa Rd to Mabury Rd: Extend roadway: US 101 on-ramps and off ramps: Widen to 3 lanes. Various locations in area: modify signals                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL190001 | 25-T06-056 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Santa Clara County | Santa Clara County  | Montague Expwy Widening - Trade Zone-Great Mall    | In Santa Clara County: Widen Montague Expressway to 8 lanes between Trade Zone and Great Mall Blvd: Designate new lanes between Trade Zone and Great Mall Blvd as HOV lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL090017 | 25-T08-116 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Santa Clara County | VTa                 | US 101/Buena Vista Avenue Interchange Improvement  | Gilroy: At Buena Vista Ave. overcrossing at US 101: Provide southbound on-ramp flyover structure to accommodate a braided ramp with exist. CHP Station Facility off-ramp, auxiliary lanes and bike/pedestrian facilities on the new overcrossing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL190010 | 25-T06-018 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Santa Clara County | VTa                 | BART - Berryessa to San Jose Extension             | San Jose: Six miles from Berryessa Station in north San Jose to Santa Clara: Extend BART by constructing 4 new stations, a tunnel through downtown San Jose, and a new maintenance / storage yard in Santa Clara. The project constructs new track and dedicated guideway, power systems, signal systems, and purchases new vehicles. The project also includes upgrades to the existing BART system, that are required to extend operations to San Jose/Santa Clara. Other State funds are TIRCP. PBA2050 ID is 21-T11-109                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | BRT030001 | 25-T12-180 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Santa Clara County | VTa                 | I-880 Express Lanes (SR 237 to US 101)             | Santa Clara County : On I-880, from US 101 to the Santa Clara/Alameda County line: Convert existing carpool lanes to HOV/express lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL250257 | 25-T07-070 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Santa Clara County | VTa                 | Santa Clara County - US 101 Express Lanes          | In Santa Clara County: Implement roadway pricing on US 101 carpool lane. Convert existing US 101 HOV lanes in both directions from Cochrane Avenue to the San Mateo County Line to Express Lanes, including the US 101/SR 85 HOV direct connectors in Mountain View, add a second Express Lane in both directions from Cochrane Road to SR 85 in San Jose and from Blossom Hill Road to Fair Oaks Avenue, convert the second HOV lanes in both directions from Shoreline Boulevard to south of Oregon Expressway to Express Lanes, and add auxiliary lanes at various locations. Construct new Express Lanes from Cochrane Ave to East Dunne Ave in Morgan Hill. The Silicon Valley Express Lanes Phase 3 project includes the conversion of single carpool lanes to express lanes on US101 from near SR-237 to SR-85 in Mountain View and the conversion of double carpool lanes to double Express Lanes on US101 from the US101/SR-85 interchange in Mountain View to near the San Mateo County line in Palo Alto. | SCL110002 | 25-T07-079 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Santa Clara County | VTa                 | Silicon Valley Express Lanes - US 101 South County | Santa Clara County : On US 101, from the Santa Clara/San Benito County line to Cochrane Road in the City of Morgan Hill: Construct new HOV/express lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SCL250258 | 25-T07-070 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Santa Clara County | VTa                 | SR 152 New Trade Corridor                          | Santa Clara/ San Benito counties: SR152 between US101 and SR156: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties, widening US 101 from Monterey Street to the SR 25/US 101 Interchange, modifying the existing SR 152/ SR 156 Interchange, and evaluating "corridor management" strategies for potential traffic users and roadway pricing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL090016 | 25-T07-072 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Santa Clara County | VTa                 | SR 17 Congestion Relief in Los Gatos               | Los Gatos: On both direction of SR 17 from Lark Ave to south of SR 9 interchange and along SR-17 area: Operational improvements including modifying the SR17/SR9 off-ramps into signalized T intersections, widening SR-17, implementing advance transportation technology, and installing traffic signal control systems, traveler information systems and ramp meters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL190014 | 25-T07-082 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Santa Clara County | VTa                 | SR 85 Express Lanes                                | Santa Clara County: On SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View including the US 101/SR 85 HOV direct connectors and approaches: Implement roadway pricing. Convert the existing HOV lanes on SR 85 in both directions from US 101 in South San Jose to US 101 in Mountain View to Express Lanes, including the US 101/SR 85 HOV direct connectors in South San Jose, add a second Express Lane in both directions between SR 87 and I-280, and add an auxiliary lane on SR 85 NB from existing South De Anza Boulevard on-ramp to Stevens Creek Boulevard off-ramp. The Silicon Valley Express Lanes Phase 3 project includes the conversion of carpool lanes to express lanes on SR-85 from SR237/Grant Road to the US 101/SR-85 Interchange in Mountain View including the existing US101/SR-85 carpool lane-to-carpool lane direct connector ramps. Deliver milestones reflect phase 4 of project.                                                                                  | SCL090030 | 25-T06-065 | Non-Exempt (N/A) - N/A                                                       | 2030                     |

| County               | Sponsor       | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TIP ID    | RTP ID     | Air Quality Description                                                      | Conformity Analysis Year |
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| Santa Clara County   | VTA           | US 101/SR 25/Santa Teresa Boulevard Extension      | Gilroy: Santa Teresa Boulevard from just north of the existing terminus at Castro Valley to the US 101/SR 25 Interchange: Extend roadway including bike lanes in both directions and reconstruct the Santa Teresa Boulevard/Castro Valley Road Intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL230201 | 25-T08-094 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2040                     |
| Santa Clara County   | VTA           | US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp | San Jose: The Project includes constructing a new overcrossing above US 101 connecting Zanker Road on the north with Fourth Street and Skyport Drive on the south, replacing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive, and widening local roadways (e.g. Skyport Drive, Bering Drive, and Brokaw Road) to accommodate the overcrossing and ramp modifications. The Project would also incorporate bicycle and pedestrian facilities and improve access to/from the Norman Y. Mineta San Jose International Airport (SJA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL190007 | 25-T06-062 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Solano County        | Fairfield     | Fairfield Transportation Center - Phase 3          | In Fairfield: Fairfield Transportation Center: 3rd parking structure of 600 or more spaces at the site and construction of direct bus access, multi-use trail, as well as other ped and bike access improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SOL110007 | 25-T11-137 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Solano County        | Fairfield     | Fairfield/Vacaville Hannigan Station Improvements  | Fairfield: Capitol Corridor: Project includes 800-foot passenger platform, covered passenger waiting areas, train/bus passenger transfer area including bus passenger transfer facility, park & ride lot, overcrossing and pedestrian undercrossing, traveler information kiosk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SOL030002 | 25-T11-136 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Solano County        | MTC           | Solano I-80 Managed Lanes                          | Solano County: I-80 from Red Top Rd to I-505: Convert existing HOV to Managed Lane. I-80 from Air Base Parkway to I-505: Construct new Managed Lanes by widening to add an express lane in each direction. BATA Project Savings are for non-federally participating BAIFA and STA project elements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SOL110001 | 21-T12-116 | Non-Exempt (N/A) - N/A                                                       | Not Modeled              |
| Solano County        | Solano County | Redwood-Fairgrounds Dr Interchange Imps            | Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements. Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn center lane and widen to add one lane in each direction. Add bike lanes on each side of the road for the entire length of the project and a transit improvements near SR37 to compliment STA's Solano Express expansion plans. Project is phased: Bike lanes, bus stop improvements, and intersection signalization improvements are scheduled be completed within the TIP period, expansion elements are scheduled to be completed after 2030                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SOL090015 | 25-T06-023 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Solano County        | STA           | I-80/I-680/SR 12 Interchange Improvements          | Fairfield: I-80/I-680/Route 12 IC: Improve widen I-80 and I-680 as well as improve the connections from westbound I-80 to I-680 and SR12 (West) directly connect northbound I-680 and SR12 (West) connect the I-80/Red Top Road interchange with Business Center Drive and construct or improve interchanges at SR12 (West)/Red Top Road, I-80/Red Top Road, I-80/Green Valley Road, and I-680/Red Top Road. A third eastbound lane would be added to SR12 (East) from the Chadbourne Road on ramp to the Webster Street off ramp.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SOL070020 | 25-T06-024 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Solano County        | STA           | Jepson: Leisure Town Road Phase 1B and 1C          | Vacaville: Leisure Town Road from Elmira Road to south side of Ulatis Creek: (Phase 1B funded) widen to 4 lanes with center median; add west linear setback, multiuse sidewalk, two new signal installations, and a new sewer junction structure; along with storm drain improvements, as well as hydrant and utility relocations. Leisure Town Road from south side of Ulatis Creek to Horse Creek: (Phase 1C unfunded) widen to 4 lanes, with west side setback landscaping and multiuse sidewalk, median, dependent on developer timing and funding. Phase project to comply with budget.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SOL110006 | 25-T08-129 | Non-Exempt (N/A) - N/A                                                       | 2030                     |
| Solano County        | STA           | Jepson: Vanden Rd from Peabody to Fairfield/Vacavi | The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Remaining segments to construct are: Vanden from south of Lake Trail to Fairfield/Vacaville City limits (Phase 2B & 2C), Walters Road Extension, Leisure Town from south side of Ulatis Creek to Orange. One EIR/EIS provides environmental clearance for the remaining segments. Phase 2B extends from south of Lake Trail to north of Union Creek and includes raising and realigning Vanden Road to the west and a new raised intersection with Canon Road, and Phase 2C which extends from Phase 2B limits north to Fairfield/Vacaville City limits. Both Phase 2B and 2C will consist of 4 travel lanes with a median.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SOL110003 | 25-T08-131 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Solano County        | STA           | Jepson: Walters Rd Ext - Peabody Rd Widening       | Solano County: Jepson Parkway: upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Remaining segments to construct are: Vanden from Peabody to Leisure Town. Walters Road Extension. Leisure Town from Vanden to Alamo. Leisure Town from Alamo to Orange. One EIR/EIS provides environmental clearance for the remaining segments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SOL110004 | 25-T08-130 | Non-Exempt (N/A) - N/A                                                       | 2040                     |
| Sonoma County        | SCTA          | US 101 Marin/Sonoma Narrows (Sonoma)               | Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma: convert expressway to freeway. Between Lakeville Highway and East Washington Street: Construct NB auxiliary lane, and widen to 6 lanes for HOV lanes. Programming in SON070004 is for MSN project in Sonoma County. For Marin project programming, see MRN050034. Earmark programmed on SON070004 for Sonoma County. Includes T-21 Demo #1340 (#3.1M of \$5.6M), SAFETEA-LU HPP Earmark #1767 (\$375K of \$400K), SAFETEA-LU HPP Earmark #3763 (\$50K of \$500K), SAFTEA-LU HPP Earmark #3762 (\$2,662K of \$15M).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SON070004 | 25-T07-072 | Non-Exempt (N/A) - N/A                                                       | 2025                     |
| Various/Multi-County | BAIFA         | ALA/CC-80 and Bay Bridge Approach Express Lanes    | Alameda/Contra Costa counties: On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches (I-80, I-580, I-880 and Toll Plaza): Convert HOV lanes to express lanes. Work includes but is not limited to installation of gantries, tolling/traffic monitoring equipment and systems (hardware/software), signage, electrical, communications and fiber, lighting, and restriping, as well as police observation areas for enforcement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | VAR170003 | 25-T07-070 | Non-Exempt (N/A) - N/A                                                       | 2025                     |
| Various/Multi-County | MTC           | Dumbarton Forward - Operational Improvements       | Caltrans and the Bay Area Toll Authority proposes to implement a part-time bus-only lane (PTBOL) on SR 84/Bayfront Expressway to improve mobility between southern Alameda County and San Mateo County, incentivize bus use, increase person throughput, and reduce congestion along the Dumbarton Bridge corridor. The Project would complete operational improvements, including: Implement a contiguous preferential bus-only lane along the right side of Bayfront Expy in both directions, between Marsh Rd and the Dumbarton Bridge (< 3 mi), by use of signing, striping, and signals. Operate the PTBOL in the WB direction during the AM peak period, and in the EB direction during the PM peak period, at a maximum speed of 35 mph (Note: the PTBOL is closed all other times). Implement an additional traffic signal phase at the intersections with Marsh Rd and Willow Rd, to accommodate a dedicated left-turn phase for buses (in the WB direction). Deploy Transit Signal Prioritization at the following five intersections: Marsh Rd, Chrysler Dr, Chilco St, and the two Facebook Wy intersections. Complete other minor improvements – relocations and/or protection of fixed objects, cold planing and overlaying pavement sections, modifying curb ramps and sidewalks                                                                                                                                                                                                                                                                                                                                                                                                                                | VAR250209 | 25-T06-017 | Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project | 2030                     |
| Various/Multi-County | MTC           | SR 37 Interim Project - Sears Point to Mare Island | Solano and Sonoma Counties: SR-37 between the Sears Point/SR 121, and Mare Island: Implement a high occupancy vehicle (HOV) lane by converting the existing lane, and construct a new lane in each direction, and implement tolling. This project will improve traffic flow and peak travel times, and increase vehicle occupancy (the number of people moved per vehicle). This project also includes replacement of the existing Tolay Creek Bridge, and enhancing the Strip Marsh East. This project provides an incentive to increase multiple occupant vehicle use during peak periods. Currently there is no incentive for a bus route on SR 37 because of the substantial delays and there are no current transit routes using SR 37. This project would allow transit operators to implement bus service on SR 37. The Project is anticipated to be constructed in three overall phases along the corridor, depending on funding. The first phase will include the SR 37/SR 121 intersection area, the Tolay Creek Bridge replacement, and the addition of the eastbound through lane and the eastbound transition lane from west of the SR 37/SR 121 intersection to east of the Tolay Creek Bridge replacement. The second phase will include the eastbound lane addition from east of the Tolay Creek Bridge replacement to the eastern Project limits in the vicinity of the Walnut Avenue overcrossing and implementation of SME enhancements. This second phase will also include installation of a tolling facility and maintenance area. The third phase will involve widening and installing the additional lane in the westbound direction. Other State funds are SB170 funds. Other Federal funds are NHPP. | VAR210004 | 25-T07-083 | Non-Exempt (N/A) - N/A                                                       | 2040                     |

| County                 | Sponsor        | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Various/Multi-County   | SMART          | SMART Rail and Pathway (Phase 2)                   | Marin and Sonoma Counties: Sonoma County Airport Station to Windsor: Extend rail and pathway (includes freight rail); Petaluma North at Corona Rd: Construct infill station (includes freight rail gauntlet tracks); McInnis to Smith Ranch in San Rafael, Hanna Ranch Rd. to S. Rowland Blvd. in Novato, Lakeville to Payran in Petaluma, Southpoint in Petaluma to Perrgrove at Main St, Rohnert Park at Golf Course to Southwest Santa Rosa at Bellevue, Southwest Santa Rosa to Santa Rosa SMART Station (Joe Rodota Trail to 3rd St), Guerneville Rd. to Airport Blvd. in Santa Rosa: Construct multi-use pathway. Project also references RTP IDs 21-T11-201 and 21-T08-060. Other Federal funds are FRA PTC funds.                                        | VAR210005 | 25-T12-181 | Non-Exempt (N/A) - N/A                                                                                                                                                       | 2030                     |
| <b>Exempt Projects</b> |                |                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |            |                                                                                                                                                                              |                          |
| Alameda County         | Alameda (City) | Alameda Public EV Charging Program                 | Install 20 behind the meter curbside Level-2 charging ports; and 9 Level-2 and 14 DC fast charging ports in strategic locations throughout the city to expand EV adoption through increased access to affordable EV charging options.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA250237 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Alameda County         | Alameda (City) | Lincoln Ave/Marshall Way/Pacific Ave Corridor Imp  | Project is located on Lincoln Avenue/Marshall Way/Pacific Avenue between Alameda Point at Main Street/Central Avenue and Broadway. Identified as a high priority for safety and mobility improvements. Project includes road diet - going from four to three travel lanes with a center turn lane and bike lanes - as well as a roundabout at Lincoln Avenue/Fifth Street/Marshall Way, flashing beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements. The concept will likely be phased in over time, as street sections are resurfaced and constructed with grant funding. | ALA250211 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Alameda County         | Alameda (City) | Oakland Alameda Estuary Bridge                     | Alameda (City), Oakland: Construct a moveable bicycle/pedestrian bridge between Alameda and Oakland across the Oakland Estuary, between Alameda's west end and Oakland's Jack London Square/Estuary Park area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA250215 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County         | Alameda (City) | Oakland Alameda Water Shuttle                      | Alameda (City): Water shuttle between west Alameda at foot of 5th Street and Oakland's Jack London Square, across the Oakland Estuary. Project is a four-year pilot that started in July 2024 and is transitioning to a permanent service, including by electrifying the service to meet CARB requirements. Current lead is Alameda with SF Bay Ferry as operator. It falls under SFBF's authority for operating on the Bay. Pending long term planning, service would continue beyond mid-2028.                                                                                                                                                                                                                                                                 | ALA250212 | 25-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                             | Not modeled              |
| Alameda County         | Alameda (City) | Parking Pricing And Curb Management Strategies     | Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals. The project includes non-infrastructure components and capital components.                                                                                                                                                                                                                                                      | ALA230225 | 25-T05-014 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Alameda County         | Alameda (City) | Willie Stargell Avenue Safety Improvements Project | In City of Alameda, along Willie Stargell Avenue which is located in the northwestern part of the main island of Alameda; the project extends from Main Street (in the west) to Mariner Square Loop (in the east).<br><br>Project will design and construct bike path and sidewalk with lighting, trees and bioretention; install ped crossing improvements at three intersections; and install a connecting Class IV bikeway. The travel lanes will be narrowed to 12 feet to slow auto speeds.<br><br>Project will also add two new bus stop pairs to support a re-routed AC Transit bus line which will start in mid-2025, with bus boarding areas and amenities.                                                                                             | ALA250244 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: D4 Self Generation of Power            | The Project will implement self-generation of power at AC Transit's East Oakland facility (Division 4) located at 1100 Seminary Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA250232 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                              | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: D6 Construct Hydrogen Fueling Infrastr | Construct hydrogen fueling infrastructure for fuel cell electric buses and demolishes a structurally unsound existing parking structure to accommodate ZEB infrastructure. ZEB Infrastructure Set-Aside Program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA230201 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                              | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: Paratransit Van Replacement            | AC Transit: Paratransit fleet: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for replacing vans at end of their useful life. Provide funding for contracted paratransit services for the EB Consortium paratransit service.                                                                                                                                                                                                                                                                                                                                                                                           | ALA990052 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                         | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: Purchase 10 35ft Battery Electric Buse | Purchase 10 35ft Battery Electric Buses (BEBs) to replace 10 diesel buses that have reached the end of their useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ALA250231 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: Purchase 10 40ft Zero-Emission Buses   | Purchase 10 40ft Zero-Emission Buses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA250216 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: Purchase 23 40ft Buses                 | Purchase replacement buses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA230213 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: Purchase 23 60ft Buses                 | Purchase 23 60ft Buses to replace diesel buses that have reached the end of their useful life to keep the fleet in state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA230218 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Alameda County         | AC Transit     | AC Transit: Purchase 24 40ft Buses                 | Purchase replacement buses to keep the District's fleet in state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA230217 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |

| County         | Sponsor    | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Alameda County | AC Transit | AC Transit: Purchase 42 40ft Urban Fuel Cell Buses | AC Transit: 42 Fuel Cell Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA230210 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Alameda County | AC Transit | AC Transit: Purchase 43 40ft Buses                 | Purchase 43 40ft Buses to replace diesel buses that have reached the end of their useful life to keep fleet in state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ALA250234 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Alameda County | AC Transit | AC Transit: Purchase 54 40ft Buses                 | Purchase 54 40ft Buses to replace diesel buses that have reached the end of their useful life to keep the fleet in state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA250233 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Alameda County | AC Transit | AC Transit: Rehabilitate Maintenance Bays for ZEBs | Rehabilitate, retrofit and upgrade maintenance bays for safety and proper ventilation to work on ZEBs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA230219 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | AC Transit | AC Transit: Training and Education Center (TEC)    | These funds are for the retrofit of the current Training and Education Center to enable it to become both a bus maintenance and a classroom/laboratory facility. Also there funds workforce development activities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA230209 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | AC Transit | Foothill Corridor Planning Study                   | This planning study is to provide service and design alternative to reduce congestion delay and improve bus operations. The potential improvements include bus lanes, queue jumps, and sidewalk bulb outs, new traffic signals or other traffic controls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA230212 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Alameda County | AC Transit | Fruitvale Corridor Transit Signal Priority (TSP) P | The Fruitvale Corridor Project will improve transit operations on its most productive bus routes – Lines 20 and 21. The project will consist of installing TSP signal improvements and associated equipment.<br><br>Fruitvale Avenue is a major transit corridor, carrying 3,100 riders per day with service ranging from every 15 minutes to every 5 minutes across 4 AC Transit lines – 14, 39, 20, and 21. Furthermore, Fruitvale BART is a major hub for 15 AC Transit lines, connecting Alameda and Fruitvale to the greater Oakland and Bay Area region. To further build upon the foundation of this corridor, AC Transit seeks to install 25 TSP signal improvements and associated controllers, radios, phase selectors, cable and other associated equipment at every signalized intersection along Fruitvale Avenue between MacArthur Blvd and E 9th as well as San Leandro St leading into Fruitvale BART, and E 12th St into 29th Ave. These signals would be operational to match AC Transit's 7 days a week service with a priority for improving transit speeds during peak hours where passenger loads and delay are the highest. Project will also include system testing and planning efforts. | ALA230206 | 25-T11-141 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Alameda County | AC Transit | MacDonald Avenue Transit Signal Priority - Phase 1 | MacDonald Avenue Transit Signal Priority Project Phase 1 - This project will install Transit Signal Priority (TSP) equipment along MacDonald Avenue in Richmond. The project will also include traffic signal upgrades, signal communication, and signal timing coordination. In addition, bus stops along the corridor will be improved through relocation, consolidation, installation of bus bulbs/islands.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA230211 | 25-T11-142 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                                                  | Not modeled              |
| Alameda County | AC Transit | Fruitvale Ave Roadway Bridge Lifeline              | Alameda County: Fruitvale Roadway Bridge: Retrofit bridge to a lifeline facility and provide vital access between City of Alameda and City of Oakland in the event of a major earthquake                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA090023 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Alameda County | AC Transit | Lower San Lorenzo Creekway Trail                   | The Lower San Lorenzo Creekway Trail project will install approximately. 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility in central Alameda County. The project includes direct connections to the San Francisco Bay Trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ALA230224 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | AC Transit | Niles Canyon Trail, Phase I                        | Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail. The multi-use trail will serve walkers and bikers users who seek to both recreate and commute through Niles Canyon between the Niles District and the Town of Sunol. The Niles trail project includes three phases between the following geographic limits: Phase I - The District of Niles near Vallejo Mill to Palomares Road Phase II - Palomares Road to Brightside railroad yard Phase III - Brightside railroad yard to the railroad station within the Town of Sunol. Phases II and III will be added to future TIP listings if needed. Total cost of all three phases is approximately \$105M (2019 \$)                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA190021 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | AC Transit | Upper San Lorenzo Creekway Trail                   | The Upper San Lorenzo Creekway project will install a new 8.1 mile bicycle and pedestrian trail in central Alameda County. The project includes direct connections to Bay Fair, Hayward, and Castro Valley BART stations and Don Castro Regional Recreation Area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA230205 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | ACTC       | 7th Street Grade Separation East                   | Oakland: 7th St and rail tracks between I-880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St substandard underpass on an adjacent alignment, rail tracks, and other rail infrastructure at the Union Pacific Railroad (UPRR) tracks that maximizes the operation of the Port's overall roadway system to provide traffic management benefits. No through lanes will be added. The existing multi-use path along 7th Street (part of the Bay Area trail) will be improved and brought up to standard.<br>Due to the delay in PFIP funding availability, Alameda CTC is planning on requesting LONP to align it with other funds programmed in FY 22/23, pending Caltrans's guidance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA170085 | 25-T08-089 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment                                                                                                                                                     | Not modeled              |
| Alameda County | ACTC       | Alameda County Safe Routes to Schools              | In Alameda County: Countywide: Safe Routes to Schools Program including education and outreach efforts in various elementary, middle, and high schools (grades K-12), along with ridesharing and project development activities. Includes cycle 4 ATP-funded, "Alameda County School Travel Opportunities Program" to bring education and encouragement activities to 70 new schools that have not previously had SR2S program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA110033 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |

| County         | Sponsor | Project Name                                      | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TIP ID    | RTP ID     | Air Quality Description                                                                                              | Conformity Analysis Year |
|----------------|---------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|----------------------------------------------------------------------------------------------------------------------|--------------------------|
| Alameda County | ACTC    | East Bay Greenway MM Phase 1 Hayward              | East Bay Greenway Multimodal Phase 1 Hayward Segment will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities. In addition, the project will also review and recommend pedestrian-scale improvements along Mission Boulevard. The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near-term safety and multimodal access improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA250214 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                             | Not modeled              |
| Alameda County | ACTC    | East Bay Greenway MM Phase 1 Lake Merritt-Bayfair | Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to Bayfair Drive/East 14th St intersection: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that would span approximately 10.6 miles, traversing East Oakland, and San Leandro. The project will run along city streets including E. 10th St., E. 8th St., E. 12th St., San Leandro Streets, San Leandro Blvd., and E 14th St. Along E 14th St., the project also includes pedestrian safety improvements, bus stop improvements, and placemaking elements. Road diet segments are included and intersections will be modified at various locations for enhanced bicycle and pedestrian safety.<br><br>The project will be constructed as four construction packages: 1) Oakland North (Class IV bikeways and pedestrian enhancements from Lake Merritt BART to Fruitvale BART via E 10th, E 8th, and E 12th Streets); 2) Oakland South (Class I shared use paths and Class IV bikeways from 54th Avenue to San Leandro City Limit via San Leandro Street) [requires RFA/E76]; 3) San Leandro (Class IV bikeways and pedestrian enhancements along San Leandro Boulevard from Oakland City Limit to E 14th intersection); and 4) E 14th (Class IV bikeways and pedestrian enhancements along E 14th St [SR 185] from San Leandro Boulevard to Bayfair Drive).                                                                                                                                                                                                                                                                   | ALA230007 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature       | Not modeled              |
| Alameda County | ACTC    | I-580 Express Lanes Toll System Replacement       | The project will remove or replace electronic toll system equipment on the I-580 Express Lanes in Alameda County that has reached the end of its useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA250253 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects | Not modeled              |
| Alameda County | ACTC    | I-80 Gilman Interchange Improvements              | Berkeley: On Gilman Ave at I-80: Reconfigure interchange. The dual roundabout will provide appropriate traffic control for all intersections within the I-80 Gilman Interchange area. The roundabout on the east side of the interchange will have a combination of two and one lanes as appropriate to maximize throughput based on forecast traffic volumes. It includes an exit and entrance for the Eastshore Highway (frontage road) on both sides, an entrance to the eastbound I-80 on-ramp, and an exit from the I-80 eastbound off-ramp. Also, a bypass lane from the off-ramp is provided for the southbound movement to the Eastshore Highway. The west roundabout, similar to the east roundabout, will have a combination of one and two travel lanes, as appropriate. It contains an entrance and exit to the West Frontage Road on the south side, an entrance to the I-80 westbound on-ramp, and an exit from the I-80 westbound off-ramp. EARMARK- HBRR- #1744 I-80. The bicycle/ pedestrian components of the full project include a new overcrossing structure dedicated to pedestrians and bicyclists plus segments of Class I Trail and Class IV bikeway that provide access to/from the overcrossing. The construction will be delivered in 2 phases. Phase 1 includes the construction of the new bicycle/pedestrian overcrossing over I-80. Phase 2 includes the construction of the double roundabout and roadway access to and from the roundabouts connecting surrounding facilities.                                                                                                                                                                      | ALA050079 | 25-T06-018 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment                                                | Not modeled              |
| Alameda County | ACTC    | I-80/Ashby Avenue Interchange Improvements        | Alameda County: I-80/Ashby IC: Reconstruct the Interchange. The proposed interchange elements include construction of a new bridge to replace the existing bridge and reconstruction of the interchange, construction of a new stand-alone bike & pedestrian overcrossing structure over the I-80 and provide access to Bay Trail from 65th Street, relocate frontage road, construct signal, ramp metering, lighting and landscaping. The bike & pedestrian overcrossing will be advanced as Phase 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA170002 | 25-T06-019 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                        | 2040                     |
| Alameda County | ACTC    | Jackson Street Parallel Bike Improvements         | The project consists of multi-use pathway improvements along the east side of Jackson Street within the University of California Village, between Buchanan St and 8th Street, parallel to San Pablo Avenue. This project is being delivered separately from the remainder of San Pablo Parallel Bike Improvements (ALA230010) due to utility and adjacent development conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ALA230233 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                             | Not modeled              |
| Alameda County | ACTC    | Rail Safety Enhancement Program: Phase A (RSEP-A) | Alameda County: Various at-grade rail crossings: Implement safety improvements. The improvements include full pedestrian treatments (automatic gates, swing gates, channelizing railing and sidewalks), replace crossing panels and median islands, fencing, lighting, signage and striping lighting. The improvements and locations were developed from a crossing analysis approved by ACTC to advance safety and reduce impacts throughout Alameda County. RSEP-A will implement the near-term upgrades at 27 crossings and 2 trespass areas. The project will be implemented in multiple construction packages.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA210022 | 25-T08-089 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                          | Not modeled              |
| Alameda County | ACTC    | San Pablo Ave Parallel Bike Improvements          | Berkeley and Albany: Various locations along bicycle boulevard/neighborhood bikeway routes parallel to San Pablo Avenue: Install bicycle improvements including crossing safety, speed/volume control measures, wayfinding, and other elements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA230010 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                             | Not modeled              |
| Alameda County | ACTC    | San Pablo Ave Safety Enhancements Improvements    | Berkeley and Albany: San Pablo Avenue in Berkeley and Albany from Heinz St to the Contra Costa County line: Install bus bulbs and pedestrian/bicycle crossing improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA230009 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                             | Not modeled              |
| Alameda County | ACTC    | San Pablo Avenue Bus/Bike Lanes                   | Oakland, Emeryville, and Berkeley: Along San Pablo Avenue from 16th Street in Downtown Oakland to Heinz Street: Install pedestrian crossing improvements and dedicated bus lanes and bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA230008 | 25-T11-143 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects | Not modeled              |
| Alameda County | Albany  | San Pablo Ave and Buchanan St Pedestrian Imps.    | Albany: San Pablo/Portland intersection: Install Rapid Flashing Pedestrian Beacons. Taylor St/Buchanan Street intersection: Install a Pedestrian Hybrid signal. Marin Avenue and Buchanan Street merge: Realign merging roadways and the create a pocket park within the new realignment. The project will be delivered in three phases: Phase I scope includes Brighton to Portland and will be delivered in FY 2023-24. Detailed Phase I Project (CIP No. 24001) elements include: Pedestrian refuge areas at Garfield Avenue, and Portland Avenue. High visibility crosswalks at Brighton Avenue, Garfield Avenue, Castro Street and Portland Avenue. Pedestrian signals at Brighton Avenue. New ADA compliant curb ramps at Brighton Avenue, Garfield Avenue, Castro Street, and Portland Avenue. New rapid flashing pedestrian beacon at Castro and Portland Avenue. Pedestrian safety improvements at Clay Street, including high visibility crosswalks and pedestrian refuge island, has been incorporated into the Alameda CTC's San Pablo Safety and Bus Bulb Improvements (ALA230009). Phase II of the San Pablo Pedestrian Improvements Project is at Washington Ave and will include full signal installation and curb ramp improvements for the Washington Avenue intersection. This work has also been incorporated into Alameda CTC's aforementioned project/TIP. Phase 3 is for Buchanan Ave and would include improved signage and high visibility crosswalks at the Solano Avenue/Buchanan Avenue intersection, the Pierce Buchanan intersection, and the Taylor/Buchanan intersection, and realignment of the Buchanan/Marin intersection to improve traffic flow. | ALA170088 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature       | Not modeled              |
| Alameda County | ACE     | ACE Capital Access Fee                            | ACE: Along ACE Corridor: Capital Lease payments required to operate along Host Railroad's corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ALA210008 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                     | Not modeled              |
| Alameda County | ACE     | ACE Fixed Guideway (Capitalized Maintenance)      | ACE: Along ACE Corridor: Capitalized Maintenance payments required to operate along Host Railroad's corridor. Capitalized Maintenance payments will go to the Host Railroad for annual track and signal maintenance costs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA170048 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                     | Not modeled              |

| County         | Sponsor  | Project Name                                    | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Alameda County | ACE      | ACE Revenue Vehicle Communication Equipment     | ACE: Fleetwide: Replace and upgrade ACE on-board communication equipment , including geolocation systems, radios, computers, and passenger information and communication equipment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ALA210009 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                               | Not modeled              |
| Alameda County | ACE      | ACE Track Improvements                          | ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA010056 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| Alameda County | ACE      | ACE: Railcar Midlife Overhaul                   | ACE: System-wide: Perform midlife overhaul of existing ACE railcars to extend useful life. The railcars being rehabilitated are approaching 20 years of service. Overhauling these railcars will increase the life of each car by over 25 years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA170079 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                                                                | Not modeled              |
| Alameda County | BART     | BART Police Department Headquarters Project     | Relocation of BART administrative headquarters with the Zone 1 patrol to an existing office building with tenant improvements. The five-story building and adjacent parking lot, formerly used for commercial office space, occupy 1.36 acres on two parcels. The building consists of 86,875 square feet of office space and a subterranean parking garage consisting of approximately 75 parking spaces. Building access is from Broadway, and the site is directly adjacent to 19th Street BART Station entrance at Broadway and 20th Street. The project includes tenant improvements for all five-stories to include features unique to police such as holding cells, armory, evidence room, etc. Improvements to the plumbing, electrical, HVAC, and fire protection systems may be needed as part of the tenant improvement. The project may also include structurally retrofitting the existing building, upgrading the existing perimeter fencing, security gate, and improving the existing parking lot. One floor, or portion thereof, of the building may be utilized by BART staff other than BART Police. The new BART Police Headquarters will be designed and built under a progressive design-build method, with an anticipated completion date of August 2026. | ALA230234 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | BART     | BART: Fare Collection Equipment                 | BART: Systemwide: Acquire and install fare collection equipment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA090065 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                               | Not modeled              |
| Alameda County | BART     | DT Berkeley BART Station Elevator Modernization | Berkeley: At the Downtown Berkeley BART Station: Modernize two (2) station elevators to replace/upgrade critical components of the elevator to utilize the latest technology increase performance and reliability improve safety to the latest applicable standards and update aesthetics.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA230001 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | BART     | Dublin/Pleasanton Access Improvements           | Project will fully separate pedestrian, cyclist, and vehicle access infrastructure at Dublin/Pleasanton BART mobility hub (D/P Hub) by constructing 0.35-mile Class 1 two-way cycle-track and adding 0.15-mile ADA-compliant sidewalk, raised crosswalk, 21,500 sqft landscaping/stormwater management; installing 29 pedestrian-scale lights, new seating, wayfinding and art; replacing/upgrading 129 underpass lights; and adding 66 secure bike parking spaces and ebike charging. The project will vastly improve pedestrian and bicycle access to the D/P Hub, connect to existing segments of the Iron Horse Trail, and improve the active access connection between Dublin and Pleasanton across I-580.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ALA230215 | 25-T11-136 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | BART     | Hayward Fleet Maintenance Facilities            | BART: At the Hayward Maintenance Complex: Expand the Hayward Maintenance Complex to accommodate rail vehicles and the tire fleet for maintenance and repair. General site improvements will satisfy the current drainage standards, security and system integration requirements, and safety. Located in southern Alameda County, the HMC is one of four revenue vehicle maintenance complexes in the BART system. This expansion is intended to support the new fleet preventative maintenance and BART extension to San Jose. The cost estimate is in 2022 dollars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA230005 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | Berkeley | Addison Street Bicycle Boulevard Extension      | In Berkeley on Addison Street from Bolivar Drive to the east side of Sacramento Street and on Addison Street from Milvia Street to Oxford Street, install Class I, III, and IV bicycle facilities, two traffic circles, a traffic diverter, RRFB and refuge median, PHB, signage, pavement rehab, and striping. The Addison Street Bicycle Boulevard project will provide a safe, low-stress east-west bicycle connection in Berkeley, filling a 1.5-mile gap in the city's existing bicycle boulevard network. The project will serve a central role in the City's bicycle network, meets public demand for safe, low stress bicycle routes, and is in an area of high demand for bicycling in Berkeley. In addition to filling a gap in Berkeley's Bicycle Boulevard network and improving destination connectivity, anticipated project outcomes include higher rates of bicycling and walking, lower rates of GHG emissions and vehicle miles traveled (VMT), improved safety outcomes on the corridor, and reduced transportation costs for Berkeley residents, particularly those living in disadvantaged communities along and adjacent to the Addison Street corridor.                                                                                                   | ALA230207 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                                                             | Not modeled              |
| Alameda County | Berkeley | I-80 and Aquatic Park Lagoon Subsurface Culvert | Rehabilitate five existing tide tubes that serve Aquatic Park's Main Lagoon and two interconnecting tubes between the Main Lagoon and Model Yacht Basin, and one existing tide tube between the Model Yacht Basin and the Bay. Dredging at the tide tube openings at Main Lagoon and Model Yacht Basin will be performed to provide unimpeded flow. Fortify the shoreline with appropriate outfall structures on the San Francisco Bay side to boost the culverts' resiliency to the increased tidal impacts of climate change.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ALA250252 | 25-EN1-183 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc                                                                                                                                                              | Not modeled              |
| Alameda County | Berkeley | San Pablo Ave. and Ashby Ave. Intersection Imp. | Berkeley: at the intersection of San Pablo Avenue (CA 123) and Ashby Avenue (CA 13). This intersection is on Caltrans right-of-way. The project installs protected left turn signal hardware and signal phasing, accessible pedestrian signal push buttons, and modified curb ramps, and widens the northeast and southeast roadway sections of Ashby Ave at San Pablo Ave to included dedicated left-turn pocket lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA250241 | 25-T10-135 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                                                  | Not modeled              |
| Alameda County | Berkeley | Southwest Berkeley Bike Boulevards              | In Berkeley on Mabel St from Russel St to 66th St; on 66th St from Mabel St to Idaho St; on Idaho St from 66th St to Harmon St; on Harmon St from Idaho St to King St; on King St from Harmon St to Prince St; on Prince St from King St to MLK Jr Way; install a new Class III Bicycle Boulevard, including traffic circles, speed tables, wayfinding signage, striping, and a new PHB crossing with median at the intersection of Harmon St/Sacramento St. On Alcatraz Ave from King St to Adeline St, install new Class II bicycle lane, including green pavement markings. At the intersection of Sacramento St/Alcatraz, install signal mast arms and hardware for protected left turns. At the intersections of Alcatraz St/California St and Alcatraz St/King St, install new medians and RRFB. At the intersection of Alcatraz St/Ellis St, install new sidewalk curb bulbouts at three corners of the intersection and one new raised crosswalk.                                                                                                                                                                                                                                                                                                                        | ALA250243 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Berkeley | Washington Elementary and Berkeley High SR2S    | Crossing improvements at thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue. The project will improve bike and pedestrian safety outcomes for Berkeley public school students walking and bicycling to school in direct response to safety concerns that have been documented by the community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA230208 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |



| County         | Sponsor    | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TIP ID    | RTP ID     | Air Quality Description                                                                                        | Conformity Analysis Year |
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| Alameda County | Caltrans   | GL: Alameda and Marin Counties - TOS-Mobility      | Alameda and Marin Counties: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories - Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Lighting improvements, Emergency truck pullovers, Interchange reconfiguration projects Includes ramp metering and TOS Elements on I-580, I-680 and I-880 in Alameda County and US-101 in Marin County                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA170060 | 25-T06-018 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature | Not modeled              |
| Alameda County | Caltrans   | Vision 980 Study (Phase 2)                         | The Vision 980 Study Phase 2 (Feasibility Study) will explore alternatives for reconnecting communities along the I-980 corridor, with an expanded focus on community integration and environmental justice. The I-980 freeway divides disadvantaged communities in West Oakland and downtown Oakland and is a barrier to travel and economic opportunities between these communities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA250227 | 25-T01-002 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                | Not modeled              |
| Alameda County | Dublin     | Village Parkway Complete Streets Improvements      | The project is located in City of Dublin on Village Parkway from Amador Valley Boulevard to Kimball Avenue/north city limit. Construct streetscape elements, transforming the segment to a pedestrian and bike-friendly roadway incorporating complete street elements, median islands, bulbouts, high visibility crosswalks, bicycle facilities, and ADA upgrades. This scope also includes improvements at the intersection of Village Pkwy and Amador Valley Blvd.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ALA230227 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                       | Not modeled              |
| Alameda County | Emeryville | 40th Street Transit and Multi-Modal Enhancements   | Emeryville: Part 1 Project Limits - On 40th Street between IKEA Entrance signal and Adeline Street: Implement multi-modal improvements. Part 2 Project Limits - On Shellmound Street between IKEA Entrance signal and Christie Avenue: Implement multi-modal improvements. The multi-modal concept design for 40th Street and Shellmound Street in Emeryville includes the following design features for the length of the corridor: 1. A 10-12 ft wide, two-way separated (Class IV) bikeway is integrated into the design of the street on the north-side of 40th Street and west-side of Shellmound Street. The bikeway is typically at roadway grade, separated from the adjacent bus-only lane by a 4-ft wide raised side median. The bikeway is raised to sidewalk level through the bus hub areas. 2. Transit-only Lanes. Near intersections, buses will share the dedicated lane with right-turning vehicles. 3. Multimodal Intersection Improvements. Increase pedestrian and bicycle safety/comfort using the following: enhanced crosswalks striping of advance stop bars curb extensions on cross-streets phasing bike signal heads a protected intersection approach for cyclists (where feasible) bike boxes and green-backed sharrows and striping of dashed green pavement markings where two-way separated bikeway crosses through intersections and driveways. 4. Transit Stop Locations and improvements. Project will reduce underutilized transit stops to further improve the overall travel time for buses. All other bus stops are proposed to remain at their current near or far-side locations. Typical improvements on the north-side are 9 ft wide, 120 ft long transit passenger (bus boarding) areas. Typical improvements on the south-side of 40th Street and west-side of Shellmound Street are 13 ft shared sidewalk/ passenger (bus boarding) areas. The transit passenger areas are directly accessible from the sidewalk and fitted with amenities such as a shelter, benches, trash receptacle, and lighting. 5. 40th Street Bus Hub Area between San Pablo Avenue and Adeline Street: Includes continuation of the two-way separated bikeway on the northside of the street to Adeline Street, dedicated bus-only lanes, and dedicated bus boarding areas with enhanced transit passenger environment. Both Part 1 and 2 will be implemented as part of the same construction contract. | ALA210029 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                       | Not modeled              |
| Alameda County | Emeryville | The Emeryville Loop                                | The Emeryville Loop project will provide safe, low-stress biking and walking routes to work and shopping destinations in central Emeryville and install new designated transit lanes. The project closes a major gap in the City's existing active transportation network by providing a new pedestrian connection on Powell Street between Christie Avenue and Shellmound Street. Today, wide multilane arterial roadways that funnel high traffic volumes on and off I-80 pose barriers to people biking, walking, and rolling in the project area. This project will create separation between moving car traffic and people using active modes along high-stress arterials (Powell Street, Christie Avenue, Shellmound Street) and provide intersection improvements to make the arterial crossings safer and more comfortable. The project includes construction of new two-way Class IV separated bikeway facilities on high-stress arterial roadways, construction of new sidewalk to close a gap in the existing walking network, widened sidewalk, the installation of protected intersections at (4) major four to six lane arterial intersections, one new midblock crossing, and dedicated transit lanes. These countermeasures will create a safer, low-stress environment for people biking, walking, and rolling.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA250217 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                       | Not modeled              |
| Alameda County | Fremont    | Centerville Complete Streets of Relinquished SR84  | Fremont: Thornton Ave (San Pedro Drive/Dondero Way to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Convert the "Phase 1" portions of the relinquished SR 84 in Fremont into multimodal complete streets, with narrower lanes, curb extensions, reduced curb radii, ADA curb ramp upgrades, buffered bike lanes and improved sidewalks, intersections and ped crossing facilities, pavement rehabilitation, landscape / streetscape improvements, the addition of on-street parking between Thornton Avenue and Bonde Way, and left turn pockets. On Peralta Blvd (Fremont Blvd to approx. 0.1 miles east): Reduce lanes from two in each direction to one.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA170076 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature | Not modeled              |
| Alameda County | Fremont    | East Bay Greenway (Irvington to Fremont BART)      | The project proposes to construct a segment of the East Bay Greenway Regional Trail, extending from Irvington District to Fremont Central Park, as well as a new Class I trail connection between the East Bay Greenway Trail to the Fremont BART station. Complete street improvements along the project corridors, including elevated bikeways, protected intersections, traffic signal upgrade, ADA curb ramps, sidewalk repair/replacement, storm drain modification, pavement rehabilitation, and landscaping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA230221 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                       | Not modeled              |
| Alameda County | Fremont    | Fremont Blvd Multimodal Corridor (DT to Irvington) | The project will construct separated bikeways and intersection safety improvements along Fremont Boulevard from Country Drive to Eugene Street. The project will provide bike/ped connections within and between the City's Downtown/City Center PDA, the Irvington Transit PDA, and other destinations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ALA230220 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                       | Not modeled              |
| Alameda County | Fremont    | I-680/Mission Boulevard Interchange Modernization  | Fremont: I-680/Mission Blvd: Redesign the interchange to reduce the steep grade of the southbound off-ramp onto Mission Boulevard and incorporate a separated bicycle and pedestrian path along Mission Boulevard through the interchange. The current southbound off ramp has a grade in excess of 8%.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA230003 | 25-T09-134 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                  | Not Modeled              |
| Alameda County | Fremont    | I880 Innovation Bridge and Trail (EBGW Reach 6)    | Fremont: Along Fremont Blvd and Kato Rd, along Agua Caliente Creek and over I-880: Construct Class 1 multi-use trail and overcrossing. The Interstate (I)-880 Innovation Bridge and Trail Project is located within the Innovation District in the City of Fremont. The Project represents the southernmost segment of the East Bay Greenway (EBGW) regional trail. The Project consists of the following components: 1. An approximately 3,300-foot Class I multi-use trail along Fremont Boulevard and the west side of Kato Road 2. An approximately 310-foot bridge approach ramp along the west side of Kato Road 3. An approximately 850-foot bicycle and pedestrian bridge crossing over I-880 (Post Mile 2.6/2.9) from Kato Road on the east, to Landing Parkway on the west 4. An approximately 315-foot approach ramp and an approximately 540-foot Class I multi-use trail adjacent to the northern boundary of the Agua Caliente Creek (Alameda County Flood Control Channel - Line F) maintenance road connecting to Fremont Boulevard and 5. A mid-block traffic signal at Fremont Boulevard connecting the Project to the San Francisco Bay Trail (SF Bay Trail).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA210020 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                       | Not modeled              |
| Alameda County | Fremont    | I-880/Decoto Road Interchange Modernization        | Fremont: At the I-880/Decoto Road interchange: Reconstruct the existing interchange to include a new Class I trail and a dedicated bus lane in both directions of travel through the interchange. The proposed interchange modernization project will provide transit priority lanes and improve bicycle and pedestrian access through the interchange, while maintaining traffic operations within the I-880/Decoto Road interchange. The transit only lanes will be on the inside lanes in both eastbound and westbound directions, and it will extend between the project's eastern limit at the Decoto Road/Cabrillo Court intersection and the project's western limit at the southbound I-880 off-ramp. The proposed multi-purpose path will extend along the north side of Decoto Road through the interchange within the same limit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA230002 | 25-T06-042 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                  | Not modeled              |

| County         | Sponsor   | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Alameda County | Fremont   | Marshland Road Bay Trail Segment Gap Closure       | Project management and oversight of PA&ED and partial PS&E phase of project including environmental work, a variety of studies to move the project forward, stakeholder coordination, Caltrans coordination, and up to 35% PS&E.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ALA250230 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Fremont   | Sabercat Trail: Irvington BART to Ohlone College   | Fremont: Starting at Blacow Rd, crossing Osgood Rd, across I-680 to Sabercat Historical Park: Create a safe and convenient Class 1 multi-use bicycle and pedestrian path. Bike/Ped Trail at Blacow Road with an overhead structure at BART and UPRR tracks, crossing Osgood Road with a protected intersection. The trail will cross Caltrans property and I-680 with a bicycle/pedestrian overcrossing (BPOC) and tie into the existing trail in Sabercat Historical Park forging a critical link in Fremont's city-wide cycling and pedestrian network, enhancing connectivity through and to the Irvington District. The "other state" funding includes AB 74 State Funds received through the Natural Resources Agency, AB 179 State Funds received through the Department of Parks and Recreation, and AB 179 State Funds received through the Department of Transportation. Phase 1 of the project will improve the existing trail in Sabercat Historical Park. Phase 2 is the trail extension over I-680 and to Osgood Road.  | ALA210019 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Hayward   | Tennyson Road Neighborhood Improvements            | Multimodal improvements to Tennyson Road from Hesperian Boulevard to Mission Boulevard - for pre-environmental planning/scoping                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA250207 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Alameda County | Livermore | Airway Blvd Bridge BR 33C019 at Arroyo Las Positas | The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA250213 | 25-T01-003 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Livermore | Arroyo Road Trail Project                          | The Arroyo Road Trail Project, as identified in the first phase of priority projects in the Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan, will install a Class 1 bicycle/pedestrian path to extend the Livermore trail network across the unincorporated Alameda County and connect to the existing regional trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA250249 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Livermore | Bluebell Drive Bridge at Altamont Creek 33C0192, 2 | The project will rehabilitate or replace the existing culvert with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA250221 | 25-T01-003 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Livermore | Bluebell Drive Bridge at Arroyo Las Positas 202426 | The project will replace the existing bridge with a free span bridge to improve creek flow conveyance and include safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA250218 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Alameda County | Livermore | BPMP - Local bridges preventive maintenance        | Bridge Preventive Maintenance for 19 local bridges at various locations in the City of Livermore. See attached Attachment A. The BPMP has been submitted to Caltrans and is being reviewed and processed. Match funds will be from SB1 Gas Tax.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA250208 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Alameda County | Livermore | East Avenue Corridor ATP Implementation            | The project will implement roadway safety improvements along East Avenue and include bike lanes, sidewalk, crossing enhancements, lighting, signing and striping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA250202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Livermore | Greenville Road/I-580 Interchange 199149           | The project will construct new interchange at I-580/Greenville Road to replace the existing interchange at Northfront and Southfront roads and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA250210 | 25-T06-032 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Alameda County | Livermore | Heather Lane Bridge COLV005 at Arroyo Las Positas  | The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA250220 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Alameda County | Livermore | Holmes Street Bridge 33C0426 at Arroyo Mocho, 2024 | The project will replace the existing bridge with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ALA250224 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Alameda County | Livermore | I-580/Vasco Road Interchange Replacement           | Livermore: The project will remove the existing overcrossing and replace it with a wider and taller bridge and reconstruct the on and off ramps and will include new traffic signals and safety elements. The proposed bridge will include 9 travel lanes and Class VI bicycle and pedestrian facilities. The project will enhance operations and safety for all modes of travel along Vasco Road, provide connectivity for bicyclist and pedestrian through the interchange corridor, and accommodate the future Valley Link. This Project is not anticipated to induce traffic nor VMT; the bridge widening and additional lanes to be added are primarily within the interchange limits, focusing on solving the interchange's operational and safety concerns with existing uncontrolled loop ramp configurations and adding complete street improvements. The Project is not adding arterial capacity to Vasco Road that deviates from the City's General Plan, and we are consistent with the existing approach on Vasco Road. | ALA230222 | 25-T06-035 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Alameda County | Livermore | Isabel Ave and Portola Ave I-580 Interchange       | The project will widen the Isabel interchange and the Portola overcrossing by two lanes and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA250225 | 25-T06-034 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Alameda County | Livermore | Stanley Blvd at Isabel Connector Ramp              | The project will implement safety improvements and include curb extensions, crosswalks, ramps, and signal improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ALA250226 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Alameda County | LAVTA     | AVLs for Replacement Vehicles                      | Purchase 12 Automatic Vehicle Locator (AVL) Systems for replacement buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ALA230228 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                               | Not modeled              |
| Alameda County | LAVTA     | LAVTA and CCCTA Hydrogen Fueling Stations          | LAVTA and CCCTA: Facilities in Livermore and Concord: Design and construct two hydrogen fueling stations and maintenance infrastructure at existing County Connection and LAVTA maintenance facilities to accommodate the fueling of hydrogen fuel-cell electric heavy-duty transit buses in support of the I-680 Express Bus Program. Other Federal funds are Carbon Reduction Program funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA230202 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Alameda County | LAVTA     | LAVTA Atlantis Facility                            | Design-engineering, project-management, and related pre-construction technical support for construction of LAVTA's Atlantis Facility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA230226 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |

| County         | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Alameda County | LAVTA   | LAVTA Bus Bay Rehabilitation                       | Rehabilitation and modernization of Rutan maintenance shop to enhance operational safety, efficiency, and allow for support for zero-emission buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA230214 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | LAVTA   | LAVTA Hydrogen Fueling Station Expansion Project   | This project expands an existing hydrogen fueling station capital project at LAVTA's Atlantis Maintenance Facility to include a secondary 15,000-gallon hydrogen tank. The FTA Project ID is 2024-CMPJ-019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA250228 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | LAVTA   | LAVTA Rutan Facility Rehab. and Modernization      | Replace and modernize components of LAVTA's Rutan Operations & Maintenance Facility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA250254 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Alameda County | LAVTA   | LAVTA: Purchase Fareboxes                          | Purchase Fareboxes for 12 replacement vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA230229 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                               | Not modeled              |
| Alameda County | LAVTA   | LAVTA: Radios                                      | Purchase Radios for 12 replacement buses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA230232 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)                                                                                               | Not modeled              |
| Alameda County | LAVTA   | Replace (4) 40' and (4) 35' Buses- Hybrid          | Purchase 4 40' and 4 35' Hybrid replacement vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA230230 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Alameda County | LAVTA   | Replace (4) 40' Buses-Fuel Cell                    | Replace four 40' Hybrid buses with 4 40' Fuel Cell Buses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ALA230231 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Alameda County | MTC     | Bay Bridge Forward I-80/ Powell I/C Transit Access | Emeryville: At the I-80/Powell Street interchange: Proposed transit access improvements to this interchange include providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priorities, new and/or improved bus stops at the interchange vicinity. PBA2050 ID is 21-T06-049.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA210027 | 25-T06-017 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | 2030                     |
| Alameda County | MTC     | I-880 Integrated Corridor Management - Central     | Alameda County: I-880 Corridor from Davis Street in San Leandro to Whipple Road in Union City: Building on the ICM work being done in the northern segment of the I-880 corridor, the I-880 ICM Central Alameda Project will identify how existing and planned incident management strategies and operations can be better coordinated and integrated across networks and jurisdictional boundaries in the central segment of the I-880 Corridor. Phase I: Along San Leandro Blvd and Washington Ave from West Juana Ave and Lewelling Blvd: Implement an integrated corridor management system                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA170057 | 25-T06-018 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| Alameda County | MTC     | Regional Planning Activities and PPM - Alameda     | Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on ALA170007                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ALA210031 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| Alameda County | MTC     | West Oakland Link                                  | In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: The West Oakland Link bike/ped path will connect the communities of West Oakland, Oakland, and other East Bay cities to the new East Span of the San Francisco Oakland Bay Bridge. The trail will be part of the regional Bay Trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ALA130030 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Newark  | Old Town Streetscape and Complete Streets          | The Project will improve access, safety, and connections for pedestrians, bicyclists, and transit users, while also serving as a catalyst for private investment in buildings and uses within the Old Town PDA. The Project reduces the number of travel lanes on Thornton Avenue, freeing up space for wider sidewalks and bicycle lanes, where there are currently none. Additional safety and connectivity improvements include new high visibility crosswalks, curb extensions, bus stop amenities, and landscaping to improve the convenience and comfort of alternative travel modes. The Project is a key part of the City of Newark's Old Town Specific Plan's coordinated land use, economic development, and transportation strategy to inspire reinvestment and revitalization.                                                                                                                                                                                                                                              | ALA230203 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Alameda County | Newark  | Thornton Ave Alt. Route Corridor Pavement Rehab    | Pavement rehabilitation of Thornton Avenue from I880 to Olive Street (Phase 1) and pavement rehabilitation of Thornton Avenue from Ash to Spruce Street (Phase 2). Each phase will also include improvements to the existing bicycle facilities and other safety improvements. Both phases will be implemented as part of one contract.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA250209 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Alameda County | Oakland | 73rd Ave Active Connections to Transit             | Oakland: On 73rd Ave between MacArthur and Coliseum BART (Hawley Street): Implement bus boarding bulbs, bus stop improvements, buffered bike lanes, crossing improvements, signal improvements On Hegenberger between International and Hawley Street: extend sidewalks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA210025 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Alameda County | Oakland | Bancroft Avenue Greenway                           | The Bancroft Avenue Greenway project will provide a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of most ages to essential places such as schools, parks, food markets and critical services at the Eastmont Town Center. Most importantly, this proposed Class I Path will become a destination in of itself, a car-free corridor conceived by and to belong to existing disadvantaged communities (DAC), addressing deficiencies in the active transportation network, serving as the much-needed neighborhood connector to transit hubs, and meeting an important community need for aesthetically-pleasing, natured-filling open spaces for community building, affordable recreation and physical activity. Construct two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation. | ALA230216 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Alameda County | Oakland | East Oakland Neighborhood Bike Routes              | Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements including construction of four Class III bicycle boulevards in East Oakland Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland. Project implements roadway and intersection improvements including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications. Neighborhood bike routes on four corridors in East Oakland to make crossing arterials safer and more comfortable, linking residents to schools, parks, transit, grocery stores and other community destinations.                                                                                                                                                                                                                                  | ALA210002 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |

| County         | Sponsor            | Project Name                                     | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
|----------------|--------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Alameda County | Oakland            | I-580/Golf Links Road/98th Avenue Ramps Imp.     | In Oakland, at I-580/Golf Links Road: widen both off-ramps at interchange, including placement of RSP, concrete barriers, and paving removal. Reconstruct raised median at I-580 underpass and stripe Class II bike lanes in both directions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ALA250242 | 25-T06-018 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                | Not modeled              |
| Alameda County | Oakland            | Lake Merritt to Bay Trail Bike/Ped Bridge        | Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge. Project includes bike ped connection to adjacent trails. (Other State are Coastal Conservancy Funds)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA130003 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County | Oakland            | LAMMPS Phase 2 & 3 (Laurel Access to Mills+)     | Construct Class 1 off-street biking and walking paths and additional complete streets improvements to improve safety and connectivity for bicyclists, pedestrians, and transit users                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ALA250239 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County | Oakland            | Oakland 7th Street Connection Improvements       | Oakland: 7th St between Mandela Parkway and Martin Luther King Jr. Way: Implement complete streets improvements that reduce vehicle travel lanes and installs protected bicycle lanes, traffic signal upgrades curb ramps, accessibility enhancements, transit boarding islands, pedestrian refuge islands, sidewalk repairs, and new carbon-capturing street trees. Closes a critical gap for people walking, biking, and connecting to transit between West Oakland and Downtown. The project will also install a road diet between Mandela and Adeline(currently 4 lanes 2 in each direction, after project 2 lanes, 1 each way) and between Adeline and MLK Jr. (currently 6 lanes, 3 in each direction with turn lanes under I-980, after project 4 lanes, 2 in each direction).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ALA210001 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Alameda County | Oakland            | OakPARK+                                         | Implement various parking and transportation demand management programs in Oakland including: expanding demand-responsive parking pricing to all metered areas, piloting the installation of parking sensors in high-value metered spaces to efficiently collect occupancy data, implementing all-week retail-friendly metered parking, adding 500 new metered parking spaces, and creating a permanent Universal Basic Mobility Program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA230223 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Alameda County | Oakland            | Reconnecting the Town (MLK Jr. Way and 7th St)   | Phase 2: On Martin Luther King Jr. Way between 2nd Street and 14th Street, implement bikeway upgrade, road diet, new traffic signals, lighting, bulbouts, ADA upgrades, fiber-optic cable installation, and other infrastructure safety improvements for people walking and biking. On 7th Street between Brush Street and Mandela Parkway, install fiber-optic cable to extend the existing ITS network. The MLK and 7th Street corridors are anticipated to be delivered through one contract, separate from Phase 1 (ALA230006). Other State funds source is CalSTA. This TIP listing is for Components 2 & 3 of a larger project. Component 1 is funded by RAISE, as reflected in a separate TIP listing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ALA250255 | 25-T11-141 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County | Oakland            | Reconnecting the Town (RAISE)                    | Oakland: On Broadway between 2nd Street and 11th Street and 20th Street and West Grand Avenue: Implement transit only lanes (Broadway), new traffic signals, fiber-optic cable to extend the existing ITS network, lighting, and bulbouts, and other infrastructure safety improvements and ADA upgrades for people walking. Other Federal funds source is the FHWA RAISE grant. Other State funds source is CalSTA. Other Local funds source is ACTC Measure BB. This is Component 1 of a larger project. Components 2 and 3 will be completed with funds outside of the RAISE grant and reflected in a separate TIP listing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA230006 | 25-T11-141 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Alameda County | Pleasanton         | I-680/Sunol Interchange Improvements             | Pleasanton: At the I-680/Sunol Blvd Interchange. Add 3 new traffic signals at the on/off ramps and at Castlewood Dr., add 2 new on-ramp lanes (1 multipurpose and 1 HOV); add new protected bike facilities; add a paved pathway for pedestrians and bicyclists; add a new protected intersection at Arlington Rd/ Sunol Blvd.; and widen the bridge on I-680 over Sunol Blvd. to accommodate lane acceleration, sound walls, and lane striping. Widening is limited to the ramp and no additional lanes will be added to the mainline of either roadway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA190020 | 25-T06-037 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                | Not modeled              |
| Alameda County | Port of Oakland    | Arterial Roadway Improvements (Segment 1 & 2)    | <p>This Project will rehabilitate 1) Adeline Street between 3rd Street and 7th Street and 5th Street between Union Street and Adeline Street (Segment 1) and 2) 3rd Street between Market Street and Broadway (Segment 2). This work will address area infrastructure needs to better accommodate heavy duty freight vehicles and improve bike and pedestrian safety. Work will include traffic lane reconfigurations to improve safety and circulation, as well as ensure pedestrians are more visible to trucks maneuvering through the intersections. Lastly, the work will improve the efficient flow of vehicles to/from the Port and deter Port-destined vehicles from inadvertently entering the residential neighborhood and deter non-Port vehicles from entering the Port. The project does not add any turn lanes or protected intersection turn signals.</p> <p>Segment 1: New pavement along Adeline St. Installation of bike lanes. Installation of high visibility cross walks and striping. Upgraded traffic signals at 3rd, 5th and 7th St. intersections</p> <p>Segment 2: Rehab pavement along 3rd St. between Market &amp; Broadway. Convert on-street parking to parallel parking. Installation of new sidewalk. Construction of new ADA curb ramps at street corners</p> | ALA250236 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Alameda County | San Leandro        | Bancroft Ave and Williams St Crosstown Corridors | The project will consist of installing raised Class IV bike lanes along Bancroft Ave from E 14th St to Durant Avenue, installing a Class IV bike lanes along Williams St from San Leandro Blvd to Neptune Dr. Other components of the projects include traffic signal modifications, installation of RRFB, new sidewalks, driveways, curb and gutter, bus islands, bus shelters, and grade crossing modifications.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA250219 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County | San Leandro        | Dutton Ave Roadway Reconstruction                | The project will reconstruct the roadway of Dutton Ave beginning at approximately 150' from E 14th St to MacArthur Blvd. The scope of the project include pedestrian improvements such as new sidewalks, ADA curb ramps, and high visibility crosswalks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ALA250204 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Alameda County | San Leandro        | Lake Chabot Road Stabilization                   | The project will install stabilization improvements of 240' and 350' linear feet at two segments of roadway along Lake Chabot Road due to slope depression and slope erosion. Installation of class II AB, HMA, structural backfill and concrete, soldier piles, ground anchor, concrete piling.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA250223 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125)                                                                                                              | Not modeled              |
| Alameda County | San Leandro        | Lewelling Boulevard Class IV Bikeways            | The Project will implement a road diet (2 lanes to 1 lane in each direction) and construct Class IV protected bike lanes along Lewelling Boulevard, pedestrian enhancements, signing and striping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ALA250246 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Alameda County | San Leandro        | MacArthur Blvd/Superior Ave Roundabout           | The project will install a roundabout at the intersection of MacArthur Blvd and Superior Ave. The scope of work consists clearing and grubbing, excavation, removal of asphalt and concrete, and installation a roundabout, new concrete sidewalk, curb ramp, curb & gutter, signage and striping trench drain, and planting of landscaping, shrubbery and trees                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ALA250203 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| Alameda County | Union City         | Union City Station District Mobility Hub         | Union City Station Mobility Hub will connect to the eastside improvement ongoing at the Union City BART Station. This area will provide new transit amenities to support the East Plaza/Transit Loop area on a 30-acre TOD site. Improvements include bus shelters, wayfinding, and transit information signs for UC Transit FLEA services. The project also includes a new transit plaza with benches, bike lockers, bike repair stations, trees and lighting. This mobility hub will have the capacity to host transit services, rail connections, ride hailing, and alternative transportation options such as micromobility & car sharing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ALA250250 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                                                      | Not modeled              |
| Alameda County | Union City Transit | Replace 2 Gas Paratransit Vans with EV           | Replace 2 Gas Paratransit Vans with EV                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ALA250245 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                         | Not modeled              |

| County              | Sponsor            | Project Name                                        | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
|---------------------|--------------------|-----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Alameda County      | Union City Transit | Union City Transit Bus Procurement                  | Union City Transit: Fleet: Replace existing compressed natural gas (CNG) buses with mixed fleet zero-emission battery-electric buses (BEBs) and CNG buses. Union City Transit (UCT) has fourteen (14) CNG heavy-duty transit buses that have exceeded their useful life and were eligible for replacement beginning in 2020, 2022, and 2024. The vehicles are requiring expensive repairs to components that are at the end of useful life. Instead of constantly investing in new components, UCT is seeking funding to migrate its fleet towards of seven (7) BEBs and seven (7) CNG buses. Some UCT vehicle stalls will require modification in order to accommodate vehicle charging, this will be an expansion within the existing facilities without increasing the parking footprint. This project will familiarize Union City Transit with electric vehicles in advance of future procurements to replace its remaining four (4) CNG heavy-duty transit buses by 2028 and to ultimately convert the entire fixed-route and demand-response fleets by 2038.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ALA190029 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Alameda County      | Union City Transit | Union City Transit EV Charging Infrastructure       | Union City ZEB Infrastructure Set-Aside: Electric Vehicle Charging Infrastructure. Union City Transit requires charging infrastructure for the sixteen (16) electric vehicles that have begun deliveries through the end of 2024. These funds will assist in acquisition and installation of the necessary equipment to support an increasingly electrified fleet of vehicles for the purpose of providing public transit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ALA210201 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Contra Costa County | AC Transit         | Cutting Blvd Transit Priority Project               | The Project seeks to improve transit access and operations in the Richmond-San Rafael Bridge corridor by implementing transit signal priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which travels across the Richmond-San Rafael Bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CC-250234 | 25-T11-137 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Contra Costa County | Antioch            | Antioch - L Street Pathway to Transit               | In Antioch, construct concrete curb, gutter, sidewalk, dwys & ADA curb ramps, minor median island modifications, pavement micro-surfacing & ped safety flashing beacons on L St from Lemontree Way to Sycamore Dr and from 10th St to terminus of L St at Antioch Marina Circle. Re-striping to provide a Class II bike lane on L St from 10th St to Antioch Marina Circle & Class III bike route from Lemontree Way to Sycamore Dr. All work is w/in City ROW. Future Ph 2 includes traffic signals upgrades & new bus shelters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CC-170035 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | BATA               | I-580 Richmond Parkway Interchange Operational Imp  | The I-580/Richmond Parkway Operational Improvements project seeks to improve access to westbound I-580 at Castro Street in the City of Richmond to address traffic operation as local and regional traffic attempt to access WB I-580. The project proposes to convert the inside southbound through lane at the I-580/Castro Street ramp intersection to a left turn lane that would allow dual left turn lanes at the intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-250230 | 25-T06-018 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Contra Costa County | Brentwood          | Lone Tree Way Undercrossing                         | Brentwood: On Lone Tree Way at the UPRR track: Construct a grade separation underpass consisting of four travel lanes crossing under the railroad. Construct a concrete bridge structure, relocate numerous existing wet and dry utilities, high pressure gas lines, storm water pump station, retaining walls and landscaped parkway. CIP 336-3134.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CC-070013 | 25-T08-104 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                                                                                                                               | Not modeled              |
| Contra Costa County | Caltrans           | Central Ave I-80 Undercrossing Ped/Bike Improve     | Richmond: On Central Ave crossing I-80 between San Joaquin St/Jacuzzi St and San Luis St/Pierce St: Improve ped/bicycle access with wider sidewalks, new sidewalk-level bikeways, crossing improvements, ped lighting, and fencing.Improvements include reconstructing wider sidewalks, new sidewalk-level bikeways, curb ramp modifications for new bikeways, improved ADA access, high-visibility crosswalk markings, green bikeway intersection markings, signage. The project will relocate existing electrical systems, add lighting underneath the freeway undercrossing, replace fencing between sidewalks and freeway abutments, railing between freeway columns adjacent to the new bikeways. This will improve pedestrian, bicycle comfort, safety, mobility while significantly reducing the level of stress for all users by providing a dedicated bikeway and wider walkway.The project improves access to adjacent neighborhoods that have high density housing, a variety of local and regional retail businesses, grocery stores including Pacific East Mall, El Cerrito Plaza, Costco, El Cerrito High School. It will increase access to jobs via regional transit, including the El Cerrito Plaza BART Station, AC Transit's Rapid Bus, Transbay L Route at Central Ave and San Pablo Ave, and Route 80 (Claremont District/El Cerrito Plaza BART) on Pierce St and Central Ave. It will improve regional trail and park access including the San Francisco Bay Trail, Ohlone Greenway, and Richmond's Central Park. | CC-210011 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCCTA              | CCCTA - Replace 22' Vehicles                        | CCCTA: Fleet: Replace 15 22' paratransit vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CC-230216 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Contra Costa County | CCCTA              | CCCTA - Replace Paratransit Vans                    | CCCTA: Fleet: Replace 3 paratransit vans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CC-230218 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Contra Costa County | CCCTA              | CCCTA - Transit Corridors Study                     | The Transit Corridors Study will analyze four major corridors in County Connection's core service area and identify options to improve speed and reliability of buses. The study will assess current conditions, including operations, existing infrastructure, and ridership; gather passenger and community feedback; and develop recommendations for capital improvements that would reduce delays and travel time and ultimately enhance the customer experience.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-230212 | 25-T12-176 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Contra Costa County | CCCTA              | CCCTA Electric Bus Charging Infrastructure          | CCCTA: At the Arnold Industrial Way Facility: ZEB Infrastructure Set-Aside Funds for Electric Bus Charging Infrastructure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CC-210201 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Contra Costa County | CCCTA              | Replace 10 40' Diesel Buses with New Diesel Buses   | Replace 10 40' Diesel Buses with New Diesel Buses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CC-250210 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Contra Costa County | CCCTA              | Replace 15 Cut-Away/Vans with 7-year Gas Cut-Aways  | Replace 15 Cut-Away/Vans with New 7-year Gas Cut-Away/Vans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-250211 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| Contra Costa County | CCCTA              | Replace 3 Cut-Away/Vans with New Minivans under 22' | Replace 3 Cut-Away/Vans with New Minivans under 22'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CC-250214 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| Contra Costa County | CCCTA              | Replace 3 Minivans under 22' with New minivans      | Replace 3 Minivans under 22' with New minivans under 22'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CC-250212 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| Contra Costa County | CCCTA              | Replace 42 Cut-Away/Vans with 7-year Gas Cut-Aways  | Replace 42 Cut-Away/Vans with New 7-year Gas Cut-Away/Vans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-250216 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| Contra Costa County | CCCTA              | Replace 7 30' Diesel Buses with New Diesel Buses    | Replace 7 30' Diesel Buses with New Diesel Buses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-250213 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Contra Costa County | Concord            | Citywide Traffic System Upgrade Phase 2 Project     | Upgrade traffic signal cabinets and controllers, pedestrian push buttons, and ADA curb ramps Citywide                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-250206 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |

| County              | Sponsor             | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Contra Costa County | Concord             | Concord Willow Pass Road Repaving SR2T             | Concord: On Willow Pass Road (WPR) between Galindo Street and San Vicente Drive: Rehabilitate the pavement and repair damaged sidewalk, curb and gutter. Include an option to extend paving to Landana Drive) Existing curb ramps will be replaced to meet current ADA standards Pavement will be milled 4" and backfilled with 4" of hot mix asphalt (HMA) with a CIR section from Galindo St to San Vicente Drive (with a bid alternative to extend the work to Landana Drive) This pavement rehabilitation method will retain the existing grade of the pavement and will not cause excessive cross slope. The pavement base failure areas will be dug out after the milling and prior to placement of HMA wearing course. This project is combined with the Willow Pass Road Safe Routes to Transit Improvements. This project closes two sidewalk gaps and enhances an uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project includes the replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vicente Drive to connect residences to these amenities. A separate project will install a new rectangular rapid flashing beacon (RFFB) on Willow Pass Road at Ashdale Drive. The project will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project will include striping and signage for a Class IV cycle track on the north side of WPR from Parkside Drive to Landana Drive. To accommodate the cycle track, westbound travel lanes will be reduced from 2 to 1 from Landana Drive to Farm Bureau Road and some on-street parking from Farm Bureau Road to Parkside Drive is to be removed. The project includes bioretention, adjustment of traffic signals, grading, and landscaping to conform the improvements. | CC-170037 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Contra Costa County | Concord             | Downtown Concord Parking Technology Innovation     | The project will positively impact over 6,500 parking spaces in Downtown Concord by implementing a combination of cutting-edge parking management technology alongside upgrades to physical parking infrastructure, including signage, wayfinding, striping, and curb markings. Proposed project elements include, but are not limited to, new software and hardware to support dynamic parking management such as smart metering, parking space occupancy indicators, and license plate readers. The project will address observed parking system inefficiencies in the overlapping Downtown Concord PDA, TOC Policy Area, & EPC district.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-250224 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                                                         | Not modeled              |
| Contra Costa County | Concord             | Downtown Corridors Bike/Pedestrian Improvements    | Concord: Various locations on multiple corridors connecting Downtown Concord to regional transit, senior housing, and low income communities: Make bicycle and pedestrian safety improvements including 1. relocate crosswalks, install high-visibility crosswalk markings, add pedestrian-oriented lighting, extend curbs and improve curb ramps, and widen a portion of sidewalk in a key location on Salvio Street and Broadway St. 2. install new bicycle facilities on Oak Street, upgrade portions of Salvio Street to full bicycle lanes, and close a bicycle facility gap on Grant Street by installing a contraflow lane, and 3. build on related city projects to add bicycle lanes on Grant Street and shared lane markings to Salvio Street near Todos Santos Plaza.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CC-170050 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Contra Costa County | Concord             | Galindo Street Multimodal Corridor Project         | On Galindo St. between Salvio St. and Clayton Rd; a new Class I bike path on the east side of the roadway. The segment between Salvio St. and Concord Blvd. is proposed to have a 10-foot-wide Class I shared bike/ped path. The segment between Concord Blvd. and Clayton Rd. is proposed to have a 12-foot-wide Class I path. The proposed Class I path will be separated from the street varying from 2 to 7 feet. The project includes vertical delineators on existing Class II bike lane on Clayton Rd. from Galindo St. and Grant St. to convert into a Class IV bike lane. RTIP ID 21-T08-060.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-230209 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Concord             | Willow Pass Road Bike Lane Connection              | Concord: Along Willow Pass Rd from Parkside Dr to Landana Dr and on Parkside Dr from Willow Pass Rd to Salvio St: Construct a protected Class IV cycle track along Willow Pass Road and Class II bicycle lanes on Parkside Drive. Install RRFBs and green conflict markings at a key intersection. It further fills a gap in the bicycle network that connects with planned and funded Downtown corridor improvements and ultimately provides a bikeway connection from the neighborhoods along the Willow Pass Road to the BART station. The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Over seventy-five percent of students at Mt. Diablo High, Olympic Continuation High, and Wren Avenue Elementary qualify for Free or Reduced Price Meals. Both schools enroll students from the low-income census tract encompassing downtown Concord (0601332800). The project further connects to several ongoing projects that are improving bicycle and pedestrian facilities in the downtown, allowing residents and students to access key downtown destinations and routes leading to the BART station. A portion of this project is also a part of the Safe Routes to Transit Program (SR2T). This project will create an "all ages and abilities" network enabling children and families to safely and confidently walk and bicycle to school.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-230211 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Contra Costa County | EV-4-ALL                                           | A total of 52 DC Fast Charging (DCFC) and 60 Level-2 chargers will be constructed across the 15 public-access sites, including local public libraries, and serve rural, low-income and disadvantaged communities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-230237 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Contra Costa County | Contra Costa County | Kirker Pass Road Southbound Truck Climbing Lane    | Install a truck climbing lane in the southbound direction of Kirker Pass Road starting 1,200 south of Nortonville Road to Concord city limit and provide intersection improvements at the south Hess Road intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | CC-250204 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area                                                                                            | Not modeled              |
| Contra Costa County | Contra Costa County | North Bailey Road Active Transportation Corridor   | Narrow the four travel lanes and median to accommodate a separated two-way cycle track on the west side of roadway, expand sidewalks on both sides and install a landscaped buffer zone along the curb for enhanced pedestrian and bicyclist safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CC-210001 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Contra Costa County | Pacheco Boulevard Improvements                     | Widen roadway, construct bicycle and pedestrian improvements, realign curves and install roadway modifications along 5.1 miles of Pacheco Boulevard from Blum Road to Morello Avenue in unincorporated Pacheco.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CC-250205 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                           | Not modeled              |
| Contra Costa County | Contra Costa County | Pacifica Avenue Safe Routes to School              | Contra Costa County: Reconfigure roadway with 2,400 feet of two-way cycle track, 400 feet of new sidewalk, 500 feet of widened sidewalk, narrower travel lanes, bulb-outs, and 3 new raised crosswalks on Pacifica Avenue in unincorporated Bay Point.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-230214 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Contra Costa County | San Pablo Ave Complete Streets/Bay Trail Gap Closu | Implement a road diet and construct a Class I shared-use path along San Pablo Avenue from Pacific Ave to Pomona Street in unincorporated communities of Rodeo and Crockett. Project closes a 3.2-mile gap of the San Francisco Bay Trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CC-230213 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Contra Costa County | Contra Costa County | Treat Boulevard Corridor Improvements              | Contra Costa County: Implement bicycle infrastructure and pedestrian enhancements along Treat Boulevard between North Main Street and Jones Road in unincorporated Walnut Creek. Improvements include creating buffered bicycle lanes and a mixed-use path, existing crosswalk enhancements, closing three free right-turn lanes, eliminating a traffic bottle-neck, signal relocations, and signal improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-190012 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |

| County              | Sponsor             | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Contra Costa County | Contra Costa County | Vasco Road Safety Improvements                     | Contra Costa County: Construction of safety improvements along Vasco Road, a designated inter-regional route, from Walnut Blvd to the Alameda/Contra Costa County line. Beginning approximately 3 miles north of the County line, the completed Phase 1 of the project constructed approximately 1 mile of concrete median barrier and closed a gap in a truck climbing lane/passing lane. Phase 2 of the project will continue the concrete median barrier in the northerly direction through the existing 3-lane segment for approximately 1.5 miles. The existing roadway will be widened to provide the necessary width to construct the median barrier while maintaining the current number of travel lanes. As in Phase 1, associated signing, striping, turn pockets, retaining walls, drainage improvements, wildlife mitigation, bridge widening, and barrier end-treatments will be constructed as needed. Phase 2 will be completed when adequate funding is located.                                 | CC-050030 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area                                                                                                                                         | Not modeled              |
| Contra Costa County | Contra Costa County | Verde K-8 Safe Routes to School                    | The project will reduce the vehicle travel lane widths along Market Ave between Fred Jackson Way and 7th St to accommodate wider sidewalks and construct street trees. Additionally, curb extensions will be installed at the intersection of Verde Ave at Giaranita St north of Market Ave, which leads to Verde K-8 Elementary School. These improvements will promote slower speeds and deter large trucks from using this community as a passthrough to industrial areas. The project includes a non-infrastructure component to provide comprehensive education, community engagement and outreach, and safe routes to school programming that promotes school bicycle and pedestrian activity.                                                                                                                                                                                                                                                                                                             | CC-250226 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA                | Antioch Bike Garden                                | The Antioch Bike Garden project will build a one-of-a-kind facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation. Using small scale modern streetscape design elements, this unique facility will be built in the City of Antioch's Prewett Park and will provide healthy, fun, outdoor recreation in a safe, vehicle-free environment. Learning stations throughout the course will aid group instruction and allow for self-guided education.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CC-230230 | 25-T08-090 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA                | Bay Area MOD                                       | CCTA: In the I680 Corridor and surrounding communities: Develop an integrated and scalable platform & application (app) aimed at reducing traffic congestion. The Bay Area MOD app will be a one-stop shop to assist travelers with mobility choices by seamlessly connecting multiple forms of shared and active transportation. The Bay Area MOD will provide real-time multi-modal trip planning options based on a user's origin and destination. The app will include a uniform payment system and offer incentives based on time of day and mode in an effort to incentivize and reward desired travel behaviors. Other Federal Funds are ATCMTD.                                                                                                                                                                                                                                                                                                                                                          | CC-190018 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |
| Contra Costa County | CCTA                | Bollinger Canyon Rd Shared Mobility Hub            | Shared Mobility Hub (SMH) at Bollinger Canyon Rd is one of the stops for the future I-680 Express Bus. The SMH includes elements such as enhanced bike/pedestrian facilities, bike chargers, connection to the Iron Horse Trail, transit signal priority, WiFi, real time traveler information, and bus bays.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CC-230229 | 25-T11-136 | Exempt (40 CFR 93.127) - Bus terminals and transfer points                                                                                                                                                                | Not modeled              |
| Contra Costa County | CCTA                | CCTA - Countywide Smart Signals                    | The project will develop, manage, and implement Intelligent Transportation System (ITS) initiatives such as upgrading the existing legacy systems, providing interconnectivity throughout Contra Costa County signal systems and enhance the sharing of real-time information between agencies and the public. A unified signal technology and communication system throughout the County will enable the region to prepare for emerging transportation technologies and future Smart Cities initiatives. The project includes cloud-based Transit Signal Priority (TSP) technologies to promote transit usage reducing delay and transit times for transit vehicles. The traffic signal upgrades also include video analytics that provides ability to identify "near miss" situations and take proactive approach to prevent future occurrences. Other State funds are LPP-F.                                                                                                                                  | CC-230202 | 25-T06-018 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| Contra Costa County | CCTA                | Concord Smart Signals Project                      | The Concord Smart Signals Project will upgrade traffic signals to a smart signal system within the City of Concord to help reduce congestion and emissions, prioritize transit and emergency vehicles, and protect vulnerable road users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-230227 | 25-T06-018 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA                | Contra Costa Countywide Safe Routes to School      | The Contra Costa Countywide Safe Routes to School Program will expand upon three subregional programs known as Street Smarts Diablo Region (SSDR), Street Smarts San Ramon Valley Program (SSSRVP), and Contra Costa Health Services (CCHS) Safe Routes to School Program to offer bicycle and pedestrian safety awareness education and encouragement to include every K-12 public school in Contra Costa County. The program will be available to serve all 170,000 students attending each of the 274 elementary, middle, and high schools within Contra Costa County's 18 school districts. The program will be offered annually to all schools.                                                                                                                                                                                                                                                                                                                                                             | CC-230208 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |
| Contra Costa County | CCTA                | East Bay Integrated Transit Plan                   | Contra Costa County. The ITP will include a countywide study of transit services and travel markets to advance strategic coordination among bus transit operators in Contra Costa and between bus transit operators and BART. The study will inform the development of an ITP to be executed by CCTA and the Contra Costa bus transit operators, and included in larger regional transit integration plans. The Study will identify obstacles and opportunities for countywide transit service coordination and define certain routes/service areas for regional, subregional, and community transit operations (i.e., express, feeder service to BART, First/Last Mile to transit hubs). It will consider integrated fares, signal priority, improved access to park-and-ride locations, shared mobility hubs, integration with the Mobility-on-Demand multi-modal trip planning application, connection protection, ITS/capital projects, wayfinding, real-time information, scheduling coordination.          | CC-210012 | 25-T12-176 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Contra Costa County | CCTA                | Innovate 680-Walnut Creek BART Shared Mobility Hub | The project aims to improve multi-modal accessibility and enhance connectivity with on-site amenities such as electric vehicle and bike charging stations, upgraded bicycle and pedestrian facilities, and real-time travel information displays. Additionally, it will improve wayfinding, lighting, and placemaking to support mode shift and alleviate congestion along the I-680 Corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-250220 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Contra Costa County | CCTA                | Innovate680:Coordinated Adaptive Ramp Metering Ph1 | Contra Costa County: on NB I-680 between Alcosta Blvd and Willow Pass Road: Implement Coordinated Adaptive Ramp Metering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-170062 | 25-T06-040 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| Contra Costa County | CCTA                | L Street Pathway to Transit – Bicycle and Pedestri | The project includes Phase 2 improvements on "L" Street between 9th Street and Sycamore Drive in the City of Antioch, an approximate 0.5-mile section. These improvements include new sidewalks under the existing railroad overcrossing and along the frontage of the County fairgrounds, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities between 9th Street and Sycamore Drive, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications at 10th Street, E. 18th Street and Sycamore Drive. The project includes roadway widening along L Street, between W. 10th Street and Sycamore Drive to close gaps in the sidewalk and bicycle lane network and accommodate one travel lane in each direction. The additional travel lanes are being added to address an existing bottleneck between 10th Street to 18th Street and conform to the existing lane configurations to the north and south. | CC-230231 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA                | Martinez Amtrak Shared Mobility Hub                | Project includes improvements to the Martinez Amtrak Station to enhance the facility to a shared mobility hub, including reconfigure surface parking lot to a transit center; improve passenger pick up drop off area; install signage/wayfinding; and bike/ped improvements at the Amtrak Station and the streets around the Amtrak Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CC-230220 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |

| County              | Sponsor  | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Contra Costa County | CCTA     | Moraga Road and Canyon Road Complete Streets       | The Moraga Road and Canyon Road Complete Streets Project will be implemented along Moraga Road between St Mary's Road and Moraga Way, and Canyon Road between Moraga Way and Sanders Drive, within the PDA in Downtown Moraga. Based on conceptual plans, the project scope is currently estimated to add 1233 LF new sidewalks, replacing/repairing 1872 LF nonconforming sidewalks, installing 14 ADA-accessible curb ramps, 12 Solar-powered Rectangular Rapid Flash Beacons (RRFBs), intersection timing with leading pedestrian intervals, 4 median pedestrian crossing noses, 4600 LF enhanced Class II bike lanes with buffer zones, pavement renovation, 25 street trees along new sidewalk, 3 new bus stop shelters with people-friendly benches and solar-power-compacted garbage bins, speed feedback signs, and other necessary improvements. The improvements will tie into previously constructed and future projects providing continuous safe routes for the residents of outlying rural areas connecting low-income residents to the schools and services within Moraga and provide improved access to active transportation modes.                                                                                                                       | CC-230234 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA     | Richmond Street Complete Streets Improvement       | The project will improve Richmond Street, a minor arterial, to provide safe and accessible pedestrian connections between El Cerrito's residential neighborhoods to the El Cerrito del Norte and Plaza BART Stations, schools, civic and recreational destinations, commercial districts, and the City's San Pablo Avenue Priority Development Area (PDA). The project will improve access and safety for all modes of travel by rehabilitating the pavement; installing high-visibility crosswalks, roadway safety lighting, and rapid rectangular flashing beacons at uncontrolled crosswalks; installing enhanced traffic signing, green pavement markings, and signs to enhance the existing shared-lane bike facility (which complements the low-stress Ohlone Greenway, just 1-3 blocks West); installing painted tear-drop medians and in-fill streets trees for traffic calming; implementing safety upgrades at the Elm/Key/Hill Streets traffic signal; installing ADA compliant curb ramps; and repairing/replacing non-conforming sidewalk. Upgrades to the vehicle signal loop detection to enhance bike detection at the four signalized intersections within the project limits are proposed as part of the separate countywide CCTA Smart Signals project. | CC-230233 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA     | SF Bay Trail Gap Closure: Martinez Intermodal Stat | The Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project will close a 0.5-mile gap in the 23-mile Carquinez Strait Scenic Loop Trail (CSSLT) and the 500-mile San Francisco Bay Trail. This project will construct a portion of the San Francisco Bay Trail that will connect Carquinez Regional Shoreline property on Carquinez Scenic Drive via an easement on the Union Pacific (UP) Railroad right-of-way to the existing public at-grade crossing at Berrellesa Street, then continuing north on Berrellesa Street to the existing San Francisco Bay Trail on the north end of the street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | CC-230232 | 25-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | CCTA     | SR 239 - New State Highway Study                   | Contra Costa County: SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CC-110066 | 25-T07-072 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| Contra Costa County | Danville | Danville - Townwide Traffic Signal Modernization   | The Townwide Traffic Signal Modernization/ITS project in the Town of Danville will modernize its traffic signal network, including replacing the Town's aging traffic signal hardware, vehicular detection systems, and communications infrastructure. It would improve bicycle, pedestrian, and vehicular safety; air quality and GHG emission reductions; connectivity; and reduce travel time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | CC-230226 | 25-T01-004 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                                                  | Not modeled              |
| Contra Costa County | Danville | Iron Horse Trail Crossing Improvements             | Construct raised crosswalks at Iron Horse Trail crossing locations on Paraiso Drive, El Capitan Drive and Greenbrook Drive. Projects includes high-visibility pavement markings, signage and drainage improvements. Construct crosswalk improvements at the intersection of Camino Ramon/Sycamore Valley Road providing a separated bicycle/pedestrian high-visibility crosswalk, curb/sidewalk improvements, and traffic signal hardware and timing improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-250209 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | Danville | San Ramon Valley Blvd Improvements                 | Danville: San Ramon Valley Blvd from the Town Limits (south end, south of Ridgeland Circle) to Hartz Avenue (north end): Improvements consists of pavement slurry seal, pavement rehabilitation (dig-out repairs and overlay), pavement striping, ADA curb ramp upgrades, utility frame adjustments, replacing traffic signal devices, drainage inlet repairs, concrete sidewalk and bus stop repairs and traffic calming devices. Section 1 - Town Limits (south of Ridgeland Circle) to Sycamore Valley Road: Consists of pavement dig-out repairs, slurry seal, and pavement restriping. Restriping includes Class IIB bicycle lanes and high-visibility pavement markings. Section 2 - Sycamore Valley Road to Hartz Avenue: Pavement digout-repairs and pavement overlay, pavement restriping. Restriping includes Class IIB bicycle lanes and high-visibility pavement markings.                                                                                                                                                                                                                                                                                                                                                                                     | CC-170001 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Contra Costa County | EBRPD    | SF Bay Trail Point Molate                          | EBRPD: Along the shoreline connecting the bike/pedestrian trail over the Richmond-San Rafael bridge to the Point Molate Beach Park in the City of Richmond: Construct SF Bay Trail segment. Most of this segment of Bay Trail will be constructed within a 1.1 mile easement donated to EBRPD from Chevron Corporation, granting access to shoreline previously closed to the public. The project proposed to construct 1.25 miles of Bay Trail, highlight some of the rich history within the project area, and restore and enhance portions of the SF Bay shoreline for better species habitat and public enjoyment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CC-190019 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Contra Costa County | ECCTA    | ECCTA 25 Diesel Bus Replacement                    | This project will replace 25 40-ft diesel buses used in MB-PT service that have reached the end of their useful life with 25 40-ft diesel buses. The replacement buses will have a useful life of 12 years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CC-250227 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Contra Costa County | ECCTA    | ECCTA Facility Replacement and Modernization       | At the ECCTA administrative and maintenance facility located at 801 Wilbur Avenue, Antioch, CA 94509: ECCTA was awarded FY25 Buses and Bus Facilities discretionary funding to replace the roof of the facility and to replace in-ground hydraulic bus lifts used in vehicle maintenance. The facility components have exceeded their useful life and are no longer in a state of good repair. Replacing and modernizing these components will ensure that ECCTA can continue to provide safe, reliable transit to the communities of eastern Contra Costa County.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-250235 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Contra Costa County | ECCTA    | ECCTA Hydrogen Fueling Maint Infrastructure Upgrad | ECCTA: Maintenance facility: Upgrade infrastructure needed for the safe maintenance of fuel cell electric buses in the same facility as diesel buses. Maintenance facility upgrades include upgrade electrical including lighting, upgrade ventilation including HVAC, fans and roof vents, install gas detection and alarm systems, install rolling fire doors, wall off/enclose the mezzanine and entryway into older structure of maintenance facility. RTPID 21-T07-057                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CC-210008 | 25-EN8-184 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Contra Costa County | ECCTA    | ECCTA: Battery Electric Charging Upgrade           | Replace battery electric charging infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | CC-250215 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Contra Costa County | ECCTA    | ECCTA: Transit Bus Replacements                    | Tri-Delta Transit: 12 MY 1997 Transit Buses 7 MY 1998 Transit Buses 3 MY 2001 Transit Buses 20 MY 2001 Gillig Low Floors 1 MY 2003 Cutaway Van 1 MY 2006 Cutaway Van 4 MY 2010 Dodge Minivans 2 MY 2007 Chevrolet Minivans 6 45' over the road coaches 25 Ford cutaway DR vans 4 45' OTR coaches: Replace vehicles Clipper II Digital Comm Equip and 30 MDT terminals Procure equipment FY21 8 40-ft diesel buses FY23 30 DR cutaway buses. FY25 Replace 6 Minivans. FY25 Replace 8 25' Cutaways. FY26 Replace 5 40' Diesel Buses with Fuel Cell.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | CC-070092 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |



| County              | Sponsor    | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Contra Costa County | El Cerrito | El Cerrito Crosstown Connect (BART to Bay Trail)   | Connect El Cerrito Plaza BART Station and surrounding neighborhoods to the San Francisco Bay Trail. The project will evaluate & implement multiple on- and off-street alignment alternatives to implement all ages and abilities bikeways between these two endpoints. Potential treatments include separated bicycle facilities, protected intersections, signalized and flashing beacon crossing treatments, protected vehicle-bicycle phasing, other bikeways, raised intersections, and speed management features to enhance safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-250202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Lafayette  | Connecting Lafayette: Downtown Pathways and School | The project would result in a Class I multi-use facility along School Street, a pathway along Topper Lane, and construction of a sidewalk along a segment of St. Mary's Road in Lafayette, CA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-230210 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Lafayette  | Lafayette Town Center Pathway and Bike Station     | Lafayette: Between the BART station and downtown: Construct bicycle and pedestrian improvements including a new modular, self-park bike station at the south entrance of the Lafayette BART station, as well as a new pedestrian-oriented plaza and shared-use pathway to improve the connection between the south entrance and downtown Lafayette.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-210004 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Martinez   | Alhambra Avenue Downtown Resurfacing               | Martinez: Alhambra Avenue from Marina Vista Avenue to Jones Street in the Downtown PDA: Resurface pavement with a 3" grind and overlay including base failure repairs, crack sealing, upgrade curb ramps to current ADA, adjust utility covers, and restriping                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-170059 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Contra Costa County | Martinez   | Downtown Martinez Parking Technology Upgrades      | This project involves a comprehensive upgrade to the existing parking meter infrastructure in downtown Martinez. To minimize construction impacts, existing meter poles will be reused wherever feasible. The current meter heads and kiosks will be replaced with modern equipment that supports multiple payment methods, including RFID-enabled transactions. Additionally, a new wayfinding signage program will be implemented to help guide motorists to their destinations and nearby public parking options.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | CC-230222 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                                                         | Not modeled              |
| Contra Costa County | MTC        | CC I-680 Adaptive Ramp Metering Implementation     | I-680 adaptive ramp metering implementation in Contra Costa County except NB between Alameda County line and SR-4. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CC-250228 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Contra Costa County | MTC        | Regional Planning Activities and PPM - CC County   | Contra Costa County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on CC-170004                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CC-210014 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                            | Not modeled              |
| Contra Costa County | MTC        | SR-4 Adaptive Ramp Metering Implementation         | SR-4 adaptive ramp metering implementation from PM 0 to PM R35.58 where the freeway ends. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CC-250217 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Contra Costa County | Moraga     | St. Mary's Road Multimodal Safety Improvement Proj | The Project will construct a three-way signal-controlled intersection at the St. Mary's Rd/Rheem Blvd intersection, a designated left-turn pocket with optional traffic signal at the St. Mary's Rd/Bollinger Canyon Rd intersection, and modifications to roadway alignment. Rheem Blvd will be widened in order to construct a Class II bike lane, which will connect to a Class I shared-use path along St. Mary's Rd.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-250201 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                     | Not modeled              |
| Contra Costa County | Orinda     | Lamorinda Smart Signal System Project              | This project will enable the City of Orinda to upgrade the region of Lamorinda which includes the cities of Lafayette, Moraga and Orinda to a smart signal system that can: synchronize signals with each other and optimize traffic flow to smooth congestion; prioritize transit and emergency vehicles as needed; reduce emissions; use video detection and analytics to proactively identify "near miss" situations (for vehicles, bicycles, and pedestrians) and report those back to a traffic management center to aid in efforts to reach countywide Vision Zero goals; and facilitate the exchange of real-time information that will be essential to support future emerging technologies included connected and automated vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CC-230225 | 25-T06-018 | Exempt (40 CFR 93.128) - Traffic signal synchronization projects                                                                                                             | 2030                     |
| Contra Costa County | Pinole     | Bay Trail Gap Closure at Tennent Avenue            | <p>The project closes a gap in the San Francisco Bay Trail, linking the communities of Hercules, Pinole, and unincorporated Contra Costa County. The trail begins at the City of Pinole's Wastewater Treatment Plant at the terminus of Tennent Avenue and extends southeast across the Union Pacific Railroad (UPRR) tracks. From Railroad Avenue, the trail continues northeast to connect with the existing Bay Trail segment along Pinole Creek.</p> <p>Designed as a Class I multi-use facility, the trail meets the standards outlined in the Caltrans Highway Design Manual. At the UPRR crossing (U.S. DOT Crossing No. 751699M), the trail alignment will run along the northeast side of Tennent Avenue, accompanied by a new sidewalk on the southwest side. The crossing will include traffic control devices, pavement striping, and signage consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD), Federal Railroad Administration requirements, and Union Pacific Railroad standards.</p> <p>Responsibility for improvements is divided between the City of Pinole and UPRR. The City will construct hardscape elements including concrete sidewalks, asphalt pavement, striping, signing, and fencing. UPRR will install grade crossing panels, traffic control devices, wiring, and associated appurtenances.</p> | CC-230207 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Pinole     | Expanding Electric Vehicle Charging                | The scope of work includes installation of 9 off-grid solar canopy level 2 chargers with 6 ports across various locations: Old Town Pinole, Tiny Tots/Swim Center, City Hall, and Bay Front Park. Additionally, the scope of work will consist of architecture, engineering, electrical panel upgrade, construction and installation of 4 grid-connected level 2 chargers with 2 ports each between 2 locations: City Hall and Pinole Senior Center. RFP development, meetings with consultants, and community engagement will also be a part of the work scope.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | CC-250221 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Contra Costa County | Pittsburg  | Pittsburg BART Pedestrian and Bicycle Connectivity | Pittsburg: On California from Railroad to Harbor, Adjacent to SR4 from Railroad to Bliss Ave parking Lot, on Railroad from Delta DeAnza Trail to BART Station: construct Class I bikeways and associated imps. On Railroad from California to 17th: Construct Class II buffered bike path. Includes construction of multiuse Class I bikeways and Class II buffered bikeways, California trail lighting, Railroad Avenue Trail lighting, trail lighting along Bliss Avenue, intersection corner treatments, crosswalk treatment, wayfinding and service information signage, bioretention basin and water quality features, irrigation, and landscaping improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | CC-170040 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Pittsburg  | Pittsburg Center Smart City Pilot                  | This project consists of implementing smart city technologies 1/4 mile transportation grid surrounding the Pittsburg Center BART station with connected technologies such as adaptive streetlights, connected traffic signals, and digital/static wayfinding signage. These upgrades will help encourage transit use, encourage walking and bicycling by creating safer and more complete streets, alleviate traffic, and attract local businesses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-230219 | 25-T11-136 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Contra Costa County | Pittsburg  | Pittsburg's Delta de Anza Multimodal Trail Safety  | The Pittsburg's Delta De Anza Multimodal Trail Safety Improvements Project will implement a series of critically needed safety and operational enhancements to the Delta De Anza Trail within the communities of Bay Point and Pittsburg. In coordination with Contra Costa County, East Bay Regional Park District, and EBMUD, the City of Pittsburg will design, and the following improvements: 1) Delta de Anza Trail Crossing Intersections - Install raised, high visibility crosswalks, pedestrian safety bulb-outs, rapid rectangular flashing beacons, lighting, wayfinding signage, and protected green bike lanes; 2) Delta de Anza Trail improvements - Install landscaping, lighting, fencing, upgrades to the trail pavement, and other improvements consistent with the City's Living Green Gardens for sustainability.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CC-230203 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |

| County              | Sponsor      | Project Name                                        | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Contra Costa County | Richmond     | Bayview to BART                                     | The project will create a safe and comfortable walking and biking route connecting the Del Norte BART station to the San Francisco Bay Trail. It capitalizes on existing multi-use paths, ties in to El Cerrito's Transit Oriented Development Complete Streets Projects, and will improve conditions around parks and schools. The project will build Class II bike lanes on Potrero Ave and Class IV protected bike lanes on the Bayview Ave overpass over I-580. Locations include S 51st St, Bayview Ave, Ellis St, Ellis Path, Cypress Path, Cypress Ave, S 47th St, S 49th St, Potrero Ave in Richmond.                                                                                                                                                                                                                     | CC-230205 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Richmond     | Downtown Point Richmond Bike/Ped Connectivity       | The Downtown Point Richmond Bicycle Connectivity Project implements recommendations of the City of Richmond's Ferry to Bay to Greenway Plan, supporting completion of gaps in bicycle and pedestrian access in the Point Richmond neighborhood. This project contains segments of the regional Active Transportation Network and will close crucial gaps in the Bay Trail, improving comfort, safety, and legibility for bicyclists and pedestrians traveling between the San Rafael-Richmond Bridge, and the Richmond Ferry Terminal, and nearby destinations.                                                                                                                                                                                                                                                                   | CC-250225 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Richmond     | McBryde Avenue Safe Routes to Parks                 | The project will create a safe and comfortable walking and biking route from an existing bike route on 37th Street, through the San Pablo Ave PDA, and across I-80 to Wildcat Canyon Regional Park. Improvements include resurfacing, a road diet from 4 to 2 vehicles lanes with a center turn lane and bike lanes, traffic signal modifications, curb ramps, curb extensions, high visibility crosswalks, sidewalk gap closures, traffic calming, and street trees.                                                                                                                                                                                                                                                                                                                                                             | CC-230204 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Contra Costa County | Richmond     | Neighborhood Complete Streets                       | This project will create streets for everyone enabling safe access for all. The new bike lanes and pedestrian facilities will create connections between transit corridors, the Yellow Brick Road, and Harbour 8. Project components include new bike lanes, bus stop enhancements, streetscape improvements, street crossing enhancements, and traffic calming measures. Trees will be planted along this corridor as part of the Bosque del Barrio project.                                                                                                                                                                                                                                                                                                                                                                     | CC-250233 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Richmond     | Point Richmond Traffic Improvements                 | This project will address the issue of vehicles cutting through the Point Richmond neighborhood to avoid the congestion on the westbound I-580 approach. This project will use multiple context-specific strategies implemented for disincentivizing cut-through traffic, including changing signal times along Cutting Boulevard for cut-through turning movements, narrowing and striping lanes on Railroad Avenue, and adding speed humps, raised crossings, and a new all-way stop in the Point Richmond neighborhood to slow vehicle traffic.                                                                                                                                                                                                                                                                                | CC-250231 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Contra Costa County | Richmond     | Richmond 13th Street Complete Streets Imps          | Richmond: Along 13th St from Harbour Way to Costa Ave: Implement complete streets improvements including protected bicycle facilities, various pedestrian improvements, and a road diet with traffic striping and pavement markings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-210007 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Contra Costa County | Richmond     | Richmond Wellness Trail Phase II                    | The Richmond Wellness Trail, Phase 2, project includes development of protected cycle tracks and shaded pedestrian routes to provide a continuous route from the combined BART/Amtrak station to the new Ferry terminal. The project directly implements the City of Richmond's General Plan, Pedestrian Plan, and Bicycle Master Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CC-250232 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | San Pablo    | Broadway-El Portal Safe Routes Project              | The Broadway-El Portal Safe Routes (BESR) Project will construct a 1.25-mile, separated & protected, 2-way bicycle "cycletrack," & Safe Routes to School (SR2S) improvements between this cycletrack and Lake Elementary, Bayview Elementary and Helms Middle School. Additional pedestrian & transit improvements included in the BESR project are bus boarding islands—to facilitate safe transit usage that is safely integrated with the cycletrack—and an enhanced bicycle connection to an unincorporated neighborhood in Contra Costa County. This project also includes non-infrastructure components for safe routes to school. These non-infrastructure components will be carried out by Contra Costa Health Services. CC Health Services' \$24K contribution is reflected under the "Other Local" fund line.          | CC-230215 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | San Pablo    | Contra Costa College Mobility Hub Project           | The CCC Mobility Hub will create a dispersed Suburban/Opportunity Hub that expands existing transit infrastructure to accommodate the cycling modality and increased pedestrian access with a cohesive and community-oriented design. This project will establish multiple Mobility Hubs along with infrastructure improvements around Contra Costa College that enhance the transportation experience for transit users, cyclist, and pedestrians. This project, combined with other mobility projects in the area, will further establish San Pablo as a Transit Oriented Community. This project will also advance local, county, and state-wide goals to reduce greenhouse gas emissions, support equitable outcomes, and show that dynamic and innovative mobility hubs such as this one are possible throughout the region. | CC-250218 | 25-T11-136 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | San Pablo    | Giant Road Pavement Rehabilitation                  | San Pablo: Giant Rd between Brookside Drive and Miner Avenue: Rehabilitate street pavement with an overlay and slurry seal, upgrade curb ramps to current ADA standards, replace striping, and eliminate sidewalk hazards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-170031 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Contra Costa County | San Pablo    | San Pablo Avenue Bridge Replacement                 | The City of San Pablo (City) is proposing to replace the existing three span T-girder structure (Bridge No. 28C0057) with a new bridge over San Pablo Creek including bicycle and pedestrian crossing improvements, and a modified roadway alignment.<br><br>Project was separated out from the HBP Group Listing VAR170012                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CC-250219 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                           | Not modeled              |
| Contra Costa County | San Ramon    | Crow Canyon Iron Horse Trail Bike-Ped Crossing      | Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CC-230228 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Walnut Creek | Walnut Creek Safe Routes to School Infrastructure   | This project consists of infrastructure improvements that enhance safety and close gaps in the existing sidewalk network for pedestrian and bicyclists in the vicinity of schools and along known walking and bicycling routes to schools.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-230206 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Walnut Creek | Walnut Creek SR2S Infrastructure Walnut Blvd, Cedar | The project consists of infrastructure improvements that enhance safety and close gaps in the existing sidewalk network for pedestrian and bicyclists in the vicinity of schools and along known walking and bicycling routes to schools at Walnut Blvd, Cedar Ln & Ebano Dr and Parkside Dr.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CC-250229 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Contra Costa County | Walnut Creek | Ygnacio Valley Road Fiber Infrastructure            | This project will install fiber optic communication infrastructure and technologies on Ygnacio Valley Road between I-680 & Oak Grove Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CC-230221 | 25-T08-088 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Contra Costa County | Walnut Creek | Ygnacio Valley Road Rehabilitation Project          | The project will rehabilitate the roadway pavement on Ygnacio Valley Road between Oak Grove Road and City Limit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | CC-250207 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Contra Costa County | WCCTA        | WCCTA Hydrogen Fuel Cell Bus and Hydrogen Fueling   | The Western Contra Costa Transit Authority will purchase hydrogen fuel cell buses to replace older diesel buses, modify maintenance facility and install a hydrogen fueling station. This project will provide workforce training to support WCCTA's transition to an entirely zero-emission fleet and improve regional air quality.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CC-250208 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Contra Costa County | WCCTA        | WestCat 45-foot Over the Road Coach Replacement     | WestCAT: 45-foot over the road coach subfleet: Replace two vehicles past their useful life                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CC-210015 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |

| County       | Sponsor      | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Marin County | Corte Madera | Paradise Drive Complete Streets Project            | The project will construct a new 8' wide shared-use path for pedestrians and bicyclists 1830' along the south side of Paradise Drive between Westward Drive and Upland Circle. New sidewalks will be constructed on the north and south sides of Paradise between Upland Circle and Robin Drive. Additionally, the project will include a new crosswalk, including lighted signs or a Rectangular Rapid Flashing Beacon, near the Upland Circle intersection. To accommodate the new bike and pedestrian improvements and to reduce high vehicular travel speeds along the corridor, the road will be resurfaced and vehicle travel lanes will be narrowed down to 10 feet with a striped shoulder. New signs and striping will be added for additional safety and traffic calming purposes. Paved on-street parking will be included on the south side of the road for residents and visitors of Ring Mountain Open Space. Paradise Dr will be raised to protect against flooding and future sea level rise. Retaining walls will be constructed to raise and support the new multi-use path between the Ring Mountain Trailhead and Upland Circle. PG&E will be relocating and consolidating utility poles prior to the start of the project, so that all poles will be on the south side of the road. | MRN230204 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Marin County | GGBHTD       | GGBHTD - Transit Systems Enhancements              | GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MRN130015 | 25-T01-005 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Marin County | GGBHTD       | GGBHTD Ferry Major Components Rehab                | GGBHTD: Systemwide: Rehabilitate and replace major ferry components including navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, lifesaving equipment, propulsion systems and other ferry components. Prior funding for this program is programmed on MRN030011. \$2.2M in FY17 funds are FTA Passenger Ferry Grant Program funds                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MRN150014 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                                                                | Not modeled              |
| Marin County | GGBHTD       | GGBHTD Replacement Ferry CARB Compliance           | Replacement of 4 catamarans to comply with CARB regulation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MRN230205 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Marin County | GGBHTD       | GGBHTD: Facilities Rehabilitation                  | GGBHTD: Systemwide: As part of the District's Maintenance and Operating Facilities Program, this project will ensure that District facilities are properly maintained to achieve optimum performance and will achieve the maximum economic useful life from existing fixed assets including, but not limited to roofs, HVAC systems, air compressors and parts cleaners.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | MRN050025 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Marin County | GGBHTD       | GGBHTD: Fixed Guideway Connectors                  | Golden Gate Ferry: Systemwide: Rehabilitate and replace the floats and gangway systems that allow the passengers to get from the vessels to the terminals (extension of the fixed guideway in the marine environment). This project will also replace existing passenger loading facilities (ramps), floating barges, piers and hydraulic systems. (\$3.2M in FY10 CON Other Federal funds on project are ARRA-Ferry Boat Discretionary)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | MRN030010 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Marin County | GGBHTD       | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A      | San Francisco /Marin Counties: Golden Gate Bridge This project would retrofit the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults. Seismic retrofit construction has been divided into three phases: Phase 1 includes implementation of seismic retrofit measures to the north approach viaduct and implementation of environmental mitigation measures. Phase 2 includes implementation of seismic retrofit measures to the south viaduct, south anchorage housing, Fort Point Arch, pylons S1 and S2, and utility modifications throughout the south approach structures. Phase 3 includes implementation of seismic retrofit measures to the suspension bridge, south pier and fender, north pier, north anchorage, and pylon N1. Earmarks: 05 Appropriation (5M\$) HPP #429 (\$8.8M) and HBB SAFETEA earmark (\$50M) partial, last three years in MRN050018.                                                                                                                                                                                                                                                                                                                                          | MRN970016 | 25-T01-006 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Marin County | GGBHTD       | Golden Gate Bridge-Suicide Deterrent SafetyBarrier | Conduct environmental analysis, engineering studies and preliminary engineering to determine alternatives and feasibility for a physical suicide deterrent system on the Golden Gate Bridge. Construct suicide deterrent system. Project includes wind-retrofit. Other State funds are Proposition 63 funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | MRN050019 | 25-T01-006 | Exempt (40 CFR 93.126) - Safety - Safer Non-Federal-Aid system roads                                                                                                                                                      | Not modeled              |
| Marin County | GGBHTD       | Golden Gate Ferry: New Vessel                      | GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | MRN190001 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Marin County | GGBHTD       | Golden Gate Suspension Bridge Seismic Retrofit     | This project retrofits the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults. Seismic retrofit construction has been divided into three phases: Phase 1 includes implementation of seismic retrofit measures to the north approach viaduct and implementation of environmental mitigation measures. Phase 2 includes implementation of seismic retrofit measures to the south viaduct, south anchorage housing, Fort Point Arch, pylons S1 and S2, and utility modifications throughout the south approach structures. The final phase (this project) includes retrofit of the suspension bridge, including the 746 foot-tall north and south main towers, 1,125 foot-long north side span, 1,125 foot-long south side span, 4,200 foot-long main span, and painting of the south main tower above the roadway level. Earmarks: HBB SAFETEA earmark \$50M (for first year see MRN970016)                                                                                                                                                                                                                                                                                                                    | MRN050018 | 25-T01-006 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Marin County | GGBHTD       | Replace Paratransit Cutaways                       | Replace 17 diesel paratransit cutaways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | MRN250206 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Marin County | GGBHTD       | San Rafael Transit Center Relocation               | San Rafael: San Rafael Transit Center: The SMART extension will bisect the existing transit center, eliminate Platform C, reduce the facility's transit capacity, and affect the long-term efficiency and operability of the facility. Phase 1 of the project will analyze three previously identified potential long-term alternatives and a no-build alternative, include an option to assess the possibility of additional alternatives, conduct community outreach and environmental clearance, and provide preliminary engineering design. When SMART commences service on their Initial Operating Segment in 2017, the SRTC will be operating in an interim condition which will limit the fiscal and operational efficiency of transit services. Phase 2 will complete final design and construction of the permanent San Rafael Transit Center. 21-T-01-002                                                                                                                                                                                                                                                                                                                                                                                                                                      | MRN170013 | 25-T11-136 | Exempt (40 CFR 93.127) - Bus terminals and transfer points                                                                                                                                                                | Not modeled              |
| Marin County | Marin County | E Sir Francis Drake Bikeway Gap Closure            | Corridor study and preliminary engineering for Bikeway gap closure along East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | MRN230210 | 25-T08-091 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Marin County | Marin County | Marin City Pedestrian Crossing Improvements        | Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety with new curb ramps. The new curb ramps are at the following locations- 3 at Terners Drive @ Driveway entrances to multi-family housing closest to Donahue, 4 at Terners Drive @ Terrace Way, 4 at Terners Drive @ Terrace Drive, 2 at Flemings Court @ Terrace Drive, 2 at Donahue Street @ Sherwood Drive, and 4 at Bay Vista Circle @ Donahue Street & Sherwood Drive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | MRN190015 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Marin County | Marin County | Mountain View Rd Bridge Replacement - 27C0154      | Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge. Toll credits are used in lieu of match for all phases                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | MRN110035 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |

| County       | Sponsor          | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Marin County | MCTD             | Fixed Route Maintenance and Operations Facility    | MCTD: San Rafael: Construct fixed route bus facility                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MRN230209 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771                             | Not modeled              |
| Marin County | MCTD             | Replace 1 30ft. Hybrid with 30ft. Hybrid           | Purchase 1 30' Hybrid Bus to replace a 2015 hybrid bus that is beyond its useful life                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | MRN250202 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Marin County | MCTD             | Replace 22 Paratransit Vehicles                    | Purchase 22 Paratransit Vehicles (Vans and Cutaways) to replace 3-2018 Cutaways and 4- 2018 vans, and 15 -2021 cutaways that are beyond their useful lives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | MRN250204 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                         | Not modeled              |
| Marin County | MCTD             | Replace 5 30ft. Hybrid Buses                       | Purchase 5 replacement buses for 2015 hybrid buses that have reached the end of their useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MRN250208 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Marin County | MCTD             | Replace 7 40ft. Hybrid buses                       | Purchase 7 replacement buses for 2015 40ft hybrid buses that are beyond their useful lives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | MRN250203 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Marin County | MCTD             | Replace 8 buses with 8 - 40ft Hybrids              | Purchase 5 40ft hybrid electric buses to replace 4 Diesel XHF and 1 totaled 40ft. bus; and purchase 3 40ft hybrid vehicles to replace 3 Diesel cutaways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | MRN250205 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Marin County | MTC              | Regional Planning Activities and PPM - Marin       | Marin County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on MRN170001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | MRN210003 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                            | Not modeled              |
| Marin County | Mill Valley      | The Southern Marin Vehicle Charging Consortium     | Develop and provide publicly accessible vehicle charging infrastructure in southern Marin. The Consortium (City Lead Agency) applied for, and received funding for the design, construction, and management of EV chargers and related improvements (including trenching and upgrading power) for broader access and to reduce barriers to electric vehicle charging in southern Marin.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | MRN250211 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Marin County | San Rafael       | Canal Neighborhood Active Transportation Enhanceme | Pedestrian, lighting, bicycle and transit stop enhancements in the Canal neighborhood. Enhancements include curb ramp upgrades, sidewalk gap closures, bicycle boulevard treatments, and transit shelter upgrades.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MRN230207 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Marin County | San Rafael       | Downtown San Rafael North-South Greenway           | San Rafael: spans Mission Ave. (Tamalpais Ave. to Hetherton St.), Tamalpais Ave. (Mission Ave. to 4th St.), and 4th St. (Tamalpais Ave. to Grand Ave.) in Downtown San Rafael, Ca. Install a two-way bicycle facility, enhanced pedestrian crossings, wider sidewalk, and signage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MRN250212 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Marin County | San Rafael       | San Rafael 2nd and 4th Street Intersection Improve | This project improves access to the non-conventional multi-legged intersection at the City's westerly gateway where two major arterial roadways meet a frontage road and residential streets. The intersection is difficult to navigate by motorists, bicyclists, and pedestrians. This project reconfigures the intersection and improves the traffic signal to extend the Cross Marin Bikeway while improving access and safety for pedestrians. These intersection enhancements are complementary to the Third Street improvement project, which included a Class IV cycletrack along Second Street that was completed in 2023. Project includes demolition, concrete work including sidewalks, curb ramps, and realigning curbs, traffic signal modifications/upgrades, street safety lighting, pavement work, landscape, signage, striping, and bicycle improvements. | MRN230201 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| Marin County | San Rafael       | San Rafael Canal Crossing                          | Non-motorized bridge between Canal Street in San Rafael's Canal neighborhood and Third Street in San Rafael.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MRN230208 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Marin County | San Rafael       | South Merrydale Road - Civic Center Connector Path | This project will connect the physically isolated Rafael Meadows neighborhood on the west side of the US-101 freeway to key destinations, including schools, the Marin Civic Center, SMART train station, retail, employment, and open spaces. By installing a new multi-use pathway along a freeway rail underpass, the project fills a critical gap in the existing network and will provide the only facility accessible to all ages and abilities of people walking, biking, and using other non-motorized modes traveling between Rafael Meadows across US-101.                                                                                                                                                                                                                                                                                                       | MRN250207 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Marin County | Sausalito        | Bridgeway Bike Lanes - Princess to Richardson      | This project includes the installation of a class 4 bike lane on the east side of Bridgeway Blvd. and a class 2 bike lane on the west side of Bridgeway between Princess Street and Richardson. The project also include the installation of a new crosswalk and flashing beacon at the intersection of Bridgeway and Richardson. Accessibility an striping improvements are also included with the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MRN230203 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Marin County | Sausalito        | Sausalito Capital Parking Improvements             | In downtown Sausalito, upgrade current parking management infrastructure to smart technology which includes:<br>1. Smart Multi-Space Pay Stations for on-street parking and eliminating single space parking meters, reducing "street furniture,"<br>2. Expansion of mobile payment options<br>3. Virtual Permit Parking system utilizing pay-by-plate technology for commuters, employees, and residents<br>4. License Plate Reader technology for enforcement and occupancy, utilizing pay-by-plate technology where the license plate verifies parking sessions and parking permits instead of a printed receipt, decal, or hangtag<br>5. Wayfinding Signage, Real-time digital parking signage and data that can be fed into applications<br>6. Regulatory Signage as needed.                                                                                          | MRN250210 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                                                         | Not modeled              |
| Marin County | Various Agencies | GL: Marin County - TOS-Mobility                    | Marin County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories - Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Lighting improvements, Emergency truck pullovers, Interchange reconfiguration projects Includes ramp metering and TOS elements on various locations along 101 in Marin County                                                                                                                                                                                                                                                                                                 | MRN170018 | 25-T06-018 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |

| County      | Sponsor         | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Napa County | American Canyon | Green Island Road Class I                          | American Canyon: Green Island Rd from Paoli Loop to Commerce Blvd: Construct approximately 4,200 LF of new Class 1 multi-use trail to accommodate cyclists and pedestrians, and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I bike facilities such as the Napa Valley Vine Trail. The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80 near three international airports and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and foster the economic vitality of the City. The Project will also enhance Napa PCAs by supporting local agricultural uses. | NAP170006 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Napa County | American Canyon | Melvin Road Pavement Rehabilitation (TR27-0100)    | The Project will consist of pavement rehabilitation of approximately 3,225 linear feet of roadway by various means including grind and overlay, and full depth reclamation via cement treated base (FDR-C) or similar recycle-in-place method. Roads to be treated include Melvin Road, Poco Way, Wilson Way and James Road. Work will include, but is not limited to, mobilization, storm water pollution prevention, traffic control, curb ramp upgrades as needed, road base treatment via FDR-C, asphalt concrete paving, and new signage and striping. Striping improvements will include parking, center line and share the road bicycle markings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | NAP250205 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Napa County | MTC             | Napa Valley Forward: Safety and Operational Imp.   | Napa: SR-29 Up Valley Corridor: Implement safety and operational improvements for a multimodal corridor. Provide operational and safety improvements at 3 intersections along the up valley SR 29 corridor at the intersections of Rutherford/SR 29 and Oakville Cross Road/SR 29. The improvements will relieve the significant traffic congestion along the corridor prevalent during peak commute periods and during the weekends. The intersection improvements will improve safety and corridor operations and also greatly improve bicycle and pedestrian access. The purpose of this project is to enhance multimodal safety, comfort and access and to efficiently manage traffic congestion for both residents, employees, and visitors in Napa Valley. Design will include multimodal assessment to determine level and quality-of-service for vehicle, bicycling, walking and transit modes. The corridor serves to two Communities of Concern in Napa County and the corridor is served by regional transit Routes 10 and 10X.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | NAP190007 | 25-T06-017 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| Napa County | MTC             | Regional Planning Activities and PPM - Napa        | Napa County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on NAP170001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | NAP210001 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                            | Not modeled              |
| Napa County | Napa (City)     | Complete Streets Improvement Plan (Jefferson SS4A) | Develop a Complete Streets Improvement Plan for the Jefferson Street Corridor. Plan will identify opportunities for multimodal (bike/ped/aut/transit) safety and connectivity improvements along the Jefferson Street corridor, which is identified as a part of the City of Napa's High-Injury Network. Project funding is all for planning use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | NAP250201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Napa County | Napa (City)     | EV Charging in Downtown Napa                       | Install Electric Vehicle Charging Infrastructure at 1276 Second Street parking lot in downtown Napa.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | NAP250206 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Napa County | Napa (City)     | Napa Planning and Demonstration Activities (SS4A)  | Develop a Complete Streets Improvement Plan for Redwood Road and Solano Avenue along the high-injury network in the City of Napa.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | NAP250202 | 25-T09-134 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Napa County | Napa (City)     | Park Napa Project                                  | Implement the parking management recommendations provided to the City of Napa through the MTC Parking Management Planning Grant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | NAP250204 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                                                         | Not modeled              |
| Napa County | Napa (City)     | Silverado Trail Five-Way Intersection Improvements | City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct two roundabouts to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | NAP170009 | 25-T08-111 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| Napa County | Napa County     | NVVT Vista Carneros Project                        | The 3.1-mile-long path begins on the Napa River Trail at the Highway 29 Butler Bridge over the Napa River, east on Soscol Ferry Road, continues along the perimeter of the Napa Sanitation District property, east across private property to Devlin Road, and south on Devlin Road to Airport Boulevard. The grant funded services to close the three gaps include preliminary design, National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) environmental studies and documents, and Right of Way acquisitions through the 65% plan, specifications and estimate (PS&E) phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | NAP250203 | 25-T08-091 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Napa County | NVTA            | Imola Park n Ride and Express Bus Stop Improvement | Napa County: At the Caltrans owned and operated park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities that connect the ramps directly to the park and ride, and safety improvements, such as improved lighting and signal improvements. The facility improvements will also include long-term bicycle parking in the park and ride lot. These facility improvements are specifically designed to improve frequency, reduce running times and improve accessibility for the two highly productive ridership bus routes: the Route 29 Express to the El Cerrito Del Norte BART station and the Route 11X to the Vallejo Ferry Terminal. Currently, the Routes depart from the Soscol Gateway Transit Center in the center of Napa, a significant distance east of the SR29 Corridor. Relocating the stop to the Imola Park and Ride will reduce running time for each route by 20 minutes since the bus routes will not need to divert across downtown Napa and return back to the highway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NAP190006 | 25-T11-152 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                | Not modeled              |
| Napa County | NVTA            | NVTA Equipment Replacement and Upgrades            | NVTA: Napa Vine service area: Replacement and upgrades to transit equipment and existing facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | NAP090008 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                                                            | Not modeled              |
| Napa County | NVTA            | NVTA: Replace Rolling Stock                        | NVTA: Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | NAP090005 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Napa County | NVTA            | SR-29 American Canyon Operational & Multimodal Imp | The American Canyon State Route (SR) 29 Corridor Improvement Project will provide multimodal and complete streets improvements along SR 29 between American Canyon Road and Napa Junction Road in the City of American Canyon. Project work will extend approximately 550 feet north of the intersection with Napa Junction Road to approximately 500 feet south of the intersection with American Canyon Road. The project will implement signalization improvements, which includes replacing existing traffic signals and installing new traffic signals at currently unsignalized intersections along the corridor. Additional improvements include roadway realignment, raised medians, curb ramps, bus stops or boarding islands, new shoulders, storm drain infrastructure, utility relocations, and transit, bicycle, and pedestrian safety improvements. The project will also include development of a transit mobility hub and associated multimodal access improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | NAP230202 | 25-T08-113 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                     | Not modeled              |

| County                | Sponsor                          | Project Name                                     | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Napa County           | Napa Valley Vine Trail Coalition | Napa Valley Vine Trail - Yountville to St Helena | Napa County: Parallel to Highway 29 from Madison Street in Yountville to Pratt Avenue in St. Helena: Design and construct a 10 mile long, Class 1 multiuse path within the unincorporated County and City of St. Helena. The Napa Valley Vine Trail alignment for the unincorporated segment would start at the intersection of Highway 29 at Madison Street and generally follow the alignment of the Napa Valley Wine Train tracks and the Caltrans Highway 29 right-of-way to the St. Helena City Limit. In St. Helena, the alignment would be along Highway 29, Mitchell, Oak, Adams, the Napa Valley Wine Train (NVWT), and Pratt Avenue. The project would close a gap in the NVWT between the 12.5-mile segment south of Yountville and the nine-mile segment north of Pratt Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | NAP230201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Napa County           | Saint Helena                     | Main Street St. Helena Pedestrian Improvements   | Saint Helena: Along Main Street (SR29) from Adams Street to Pine Street: Replace and upgrade pedestrian facilities. The project will include the removal and replacement of approximately 1,100 linear feet of sidewalk, curb ramps, construct crosswalk enhancements, tree removal and replacement, landscape irrigation, sewer and water lateral replacement, and installation of street light electrical.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | NAP170005 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Regional/Multi-County | BAAQMD                           | SF Bay Area Electric Vehicle Charging Project    | This project will use FHWA CFI funding to help create a more robust, accessible, and equitable electric vehicle (EV) charging network in the nine county San Francisco Bay Area (Bay Area). The proposed project will utilize the Air District's established EV charging incentive program to add hundreds of EV charging stations to the Bay Area's public charging network with a focus on projects in environmental justice communities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | REG230209 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Regional/Multi-County | BART                             | BART Train Control Renovation                    | BART: Systemwide: Rehabilitate existing core system train control equipment that is over 30 years old and is near the end of its useful life. The funds requested for fiscal year 2005 will be used to replace speed command functions of the existing train control system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | BRT030004 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Regional/Multi-County | BART                             | BART: Rail, Way and Structures Program           | BART: Systemwide: Replace worn out mainline rail and make other timely reinvestments in way including, but not limited, to civil structures and all track subsystems.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | BRT97100B | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| Regional/Multi-County | BART                             | BART: Traction Power System Renovation           | BART: Systemwide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety. Additional components of this project for fiscal years 2006-2008 include:1. Purchase & install 9 Sub Stations to replace Substations that are currently approaching the end of their useful life. 2. Install 4.5 Route Miles of 2 circuits of 34.5 kV Cables. 3. Purchase & install 20 more Negative Grounding Devices. 4. Purchase & install 150 more Multi-Purpose Relays, which will be installed on DC Circuit Breakers that will be replaced in more than 5 years. These relays have a number of features that will significantly reduce the severity & damage to the substations that have electrical faults. This will significantly reduce the time for & the cost of repairs to the aging equipment & thus enable reliable train service to be provided until all the Substations are replaced. 5. Replace / rehabilitate other parts as necessary on existing substations to enable them to remain in reliable service until the Substations can be replaced.                                                                                                                                                                                               | BRT030005 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Regional/Multi-County | BART                             | BART-Elevator Renovation program                 | BART: 61 locations system-wide: Renovate or rehabilitate elevators                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | ALA190014 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Regional/Multi-County | BART                             | Link21 - Phase 1: Program Development            | The BART transbay tube connecting San Francisco and the East Bay reached its operational capacity before the 2020 pandemic, and requires periodic renovation. The nine-county Bay Area is the center of a megaregion, from Monterey County to the northern San Joaquin Valley to Placer County northeast of Sacramento. This 21-county megaregion supports the fifth largest economy in the world, and is increasingly dependent on its rail network, including the BART transbay crossing. BART and its rail partners are engaged in planning for a new transbay rail crossing within the context of the mega-regional rail network. The project is currently in Planning phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | REG250201 | 25-T12-176 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Regional/Multi-County | Caltrain                         | Caltrain Mini-High Platform Improvements         | Caltrain: Systemwide: Install mini-high platforms at 13 stations to improve ADA Access and reduce dwell times at stations. Work will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified. Upgraded stations include: Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | REG210202 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Regional/Multi-County | Caltrain                         | Caltrain: Signal/Communication Rehab. & Upgrades | Caltrain: Systemwide: The signal and communications rehabilitation and upgrades program includes a wide range of work to maintain Caltrain's existing signal and communications systems in a state of good repair. Signal system rehabilitation and replacement includes: signal control and associated software control programs wayside signals signal wires, conduits, pull boxes signal support structures signal house structures and signal house components crossing mechanisms, including arms, lights, signs, foundations, auditory warning devices switch machines various wayside detectors to safeguard the rail infrastructure and any other necessary components for the signal system to function correctly. Communications rehabilitation and replacement includes existing systems such as: modems communications land lines, including fiber optic cables land line interfaces antennas switches radios software and other necessary communications related hardware. The modification of communications equipment may occur along the Caltrain corridor, at existing base stations located at surrounding mountain tops and the Central Administrative Office, on train consists, and maintenance vehicles, as well as other stationary equipment located along the Caltrain right-of-way. | SM-050041 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Regional/Multi-County | MTC                              | 511 Carpool and Vanpool Programs                 | SF Bay Area: Regionwide: Operate Carpool and Vanpool Programs [formerly known as '511 Regional Rideshare Program']. Earlier funding is included under REG090042. Toll credits applied in lieu of match non-federal funds are non-participating                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | REG170003 | 25-T08-086 | Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels                                                                                                | Not modeled              |

| County                | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Regional/Multi-County | MTC     | 511 Next Gen                                       | SF Bay Area: Regionwide: The 511 program offers free multi-modal traveler information services via multiple dissemination platforms, including the federally dedicated 511 number, on the web and mobile devices at 511.org, and on regional information displays and electronic and wayfinding signage. The program also serves as the primary source for travelers and media during major disruptions and regional emergencies. In addition to supporting numerous MTC and partner initiatives, the program coordinates with many agencies and businesses for transportation information during regional events. The system aims to benefit travelers and to support effective management of the transportation system. The program intends to evolve with changes in technology and customer expectations, while maintaining information accuracy and reliability. Given the public's increasing reliance on private sector services for traveler information, 511 will focus on its strength as a data provider and leverage relationships with private sector traveler information providers in order to increase their dissemination of 511 traffic and transit data. Future program plans include reduction of real-time and trip planning features on the 511 phone and on a re-designed 511.org. Other Federal Funds are Work Zone Data Exchange (WZDx) Demonstration Discretionary Grant | REG170013 | 25-T08-084 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                                                         | Not modeled              |
| Regional/Multi-County | MTC     | Active Operations Management & Design Alternatives | SF Bay Area: Regionwide: Planning and design assessments of various multi-modal operational projects policies, including but not limited to operational strategies to increase person throughput through buses and HOVs priority improvements, congestion pricing, shared mobility strategies; applying technology to improve the operations and safety of arterials, highways, transit and toll bridges; Closing first/last mile gaps, demand management strategies supporting mode shift from drive-alone vehicles to carpool and transit; pursuing pilot/near-term managed lanes strategies, including conversions of HOV to express lanes, HOV enforcement technologies, and shared mobility strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | REG250206 | 25-T06-017 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Regional/Multi-County | MTC     | Active Transportation Technical Assistance         | SF Bay Area: Regionwide: Provide technical assistance to local agencies for active transportation policies and projects to spur implementation of Complete Streets Policy and the AT Network, while securing additional ATP funding. TA support includes: scoping projects for grant applications, writing and reviewing grant applications, complete Streets Policy implementation, designing All Ages and Abilities facilities, preparing active transportation projects for construction. Toll credits will be used in lieu of match.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | REG230206 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Regional/Multi-County | MTC     | Bay Area Commuter Benefits Program                 | San Francisco Bay Area: Region wide: Implement the Bay Area Commuter Benefits Program. Senate Bill 1128, codified in California Government Code 65081, authorizes the Bay Area Air Quality Management District and the Metropolitan Transportation Commission to jointly continue the Bay Area Commuter Benefits Program. Employers subject to the program are required by law to register via the program website, select a commuter benefit, and offer the benefit to their employees.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MTC050001 | 25-EN9-185 | Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels                                                   | Not modeled              |
| Regional/Multi-County | MTC     | Bay Area Vision Zero (BayVIZ) System Support       | This project is to enhance and expand the Bay Area Vision Zero (BayVIZ) data system which provides traffic safety-related data and analysis tools to city and county partner agencies with the goal of reducing traffic fatalities in the nine-county region. Funds will support the operations of BayVIZ and acquisition of non-pavement asset data related to traffic safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | REG250213 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Regional/Multi-County | MTC     | Bay Bridge Forward:I-80, SFOBB, & Carquinez Bridge | The project proposes to analyze and extend the HOV hours of operation on I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza up to everyday (including weekdays and weekends) between 5:00 AM – 8:00 PM to improve HOV lane operations and encourage mode shift. The exact physical limits and time period for the policy change will be determined through the project's analysis. The project will also evaluate extended HOV hours on other state-owned bridges and their approaches for regional consistency.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | REG250208 | 25-T06-017 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Regional/Multi-County | MTC     | Bay Trail Planning and Technical Assistance        | SF Bay Area: Regionwide: Design Guidelines, Strategic Plan, Trail-Oriented Design and Development, and Needs Assessment/Ops and Maintenance Plan. RTP ID is 21-T08-060. Toll credits will be used in lieu of match.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | REG230201 | 25-T09-134 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Regional/Multi-County | MTC     | Bay Wheels Bikeshare E-bike Expansion              | Bay Wheels Bikeshare E-bike Expansion project is a regional project for the San Francisco Bay Area to support the Bay Wheels bikeshare system, which operates in Berkeley, Emeryville, Oakland, San Francisco and San Jose, with Daly City forthcoming. The project work will include A&E work for bikeshare station electrification and system outreach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | REG250205 | 25-EN9-185 | Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels                                                   | Not modeled              |
| Regional/Multi-County | MTC     | Climate Initiatives Education and Outreach         | Bay Area: Regionwide: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs Program elements include: Bay Area Bike Mobile, the ECO2School program, the Family Biking Workshops program, and Bike to Work Day.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | REG170006 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                   | Not modeled              |
| Regional/Multi-County | MTC     | Clipper 2.0 Fare Payment System                    | SF Bay Area: Regionwide: The Clipper card provides seamless use of public transit across the Bay Area's roughly two dozen transit systems, thereby eliminating a key barrier for new riders of public transit and making fare payment far more convenient for riders. In addition to standard fares, Clipper can be used by seniors, youth, disabled and certain college student riders for discounted transit rates. Launched ten years ago as one of the first smart card transit payment systems in the United States, Clipper is now used by close to 800,000 transit riders a day across all of the region's transit systems and is starting to show its age. The current software design precludes customers from adding value to their cards in real time via a mobile app and fare adjustments are time consuming and costly. Age also brings with it more frequent system failures and the need to replace equipment, yet many Clipper components are now obsolete. To keep pace with the Bay Area's growing reliance upon public transit, it's clear that it's time for an upgrade to Clipper 2.0.                                                                                                                                                                                                                                                                                       | REG170022 | 25-T02-008 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                                                            | Not modeled              |
| Regional/Multi-County | MTC     | Incident Management Program                        | SF Bay Area: Regionwide: The purpose of the program is to deploy projects that manage congestion by preventing and/or addressing incidents that occur along Bay Area corridors and arterials. The Incident Management program also utilizes operational and management tools, including advanced transportation management technologies and systems, to enhance mobility and safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | REG230208 | 25-T08-088 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Regional/Multi-County | MTC     | Regional Bikeshare Procurement Strategy            | This project will develop a strategy for the next procurement for a contract for the Bay Wheels regional bikeshare program. This work may include but is not limited to: feasibility and suitability analysis, financial and partnership model analysis, stakeholder engagement, developing a request for information, developing a request for proposals, and contract negotiations.<br><br>The existing Bay Wheels bikeshare program is operating in Berkeley, Emeryville, Oakland, San Francisco and San Jose, however the next contract may increase or decrease the number of cities included                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | REG250211 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Regional/Multi-County | MTC     | Regional Communications Infrastructure Upgrade     | This project encompasses (1) highway operations equipment and the associated communications infrastructure (2) critical freeway and incident management functions and (3) transportation management center resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions. The program consists of a variety of activities, including the developing a robust and reliable regional communications network throughout the region improving access to comprehensive and accurate asset inventory information, evaluation of the effectiveness of existing hardware and systems, supporting proactive equipment life cycle planning, and enhancing communications connectivity along the 880 corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | REG170002 | 25-T08-088 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |

| County                | Sponsor  | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Regional/Multi-County | MTC      | Regional ITS Architecture                          | <p>The Bay Area Regional ITS Architecture (RITSA) is the blueprint for Intelligent Transportation Systems (ITS) project coordination and integration in the San Francisco Bay Area. The Bay Area ITS Architecture is available online at <a href="https://itsbayarea.mtc.ca.gov">https://itsbayarea.mtc.ca.gov</a>. It is periodically upgraded and maintained by the Metropolitan Transportation Commission (MTC) on behalf of region's stakeholders. The purpose of the Architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve safety and efficiency for travelers and the agencies providing transportation services across all modes. The system also maintains inventory of mobility projects and services that benefit travelers in the region.</p> <p>Bay Area RITSA follows the national Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) framework and is maintained to comply with the latest ARC-IT version. Changes to the system is made based on Bay Area stakeholders' input. Some other smaller updates were also addressed at that time.</p> <p>The Bay Area RITSA facilitates ITS planning and aids in coordinated ITS project development, procurement, and delivery. The Architecture website provides access to comprehensive information about the ITS in the region, including project-specific data. Agencies in the Bay Area that implement ITS projects using Federal transportation funds are required to be consistent with the Bay Area ITS Architecture (pursuant to 23 CFR 940.9 and 940.11). It provides all the components required by the FHWA Final Rule and FTA Policy for regional ITS architectures.</p> | REG230203 | 25-T06-018 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Regional/Multi-County | MTC      | Regional Mapping and Wayfinding                    | SF Bay Area: Regionwide: The goal of the Regional Mapping and Wayfinding Project is to design and deploy a fully harmonized suite of maps, signs and transit information in all Bay Area transit locations — from individual bus stops to major hubs like the Salesforce Transit Center, the Eastridge Transit Center or the El Cerrito Del Norte BART station — and to provide practical, predictable guidance to the walkable destinations, local shuttles and the like that extend from these transit stops.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | REG230202 | 25-T02-009 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                                                                                                   | Not modeled              |
| Regional/Multi-County | MTC      | Regional Planning - PDA Implementation             | SF Bay Area: Regionwide: - Planning Assistance to support transportation investments and improve their performance in priority development areas. The goal is to fund comprehensive planning and technical assistance in Priority Development Areas that will result in intensified land uses around public transit hubs and bus and rail corridors in the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | REG170016 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| Regional/Multi-County | MTC      | Regional Planning Activities and PPM - MTC         | Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding programmed on REG170001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | REG210001 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| Regional/Multi-County | MTC      | Regional Streets and Roads Program                 | SF Bay Area: Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement and maintain computerized pavement management system (PMS), implementing PTAP (Pavement Technical assistance program), updating regional Needs etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | REG090039 | 25-T01-004 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| Regional/Multi-County | MTC      | Regional Transportation Demand Management (TDM)    | The Regional TDM strategy will develop shared goals and actions and define roles to ensure TDM programs are supporting regional mobility, climate and safety goals and are designed to be meaningful and appropriate based on specific context for different communities across the region. The strategy will assess the needs and opportunities, funding, performance metrics, effective delivery, and actions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | REG250209 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Regional/Multi-County | MTC      | Regional Vision Zero/Safety Prog Coord-Outreach    | <p>Support regional work by coordinating Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region.</p> <p>Workshops would bring outside knowledge to a forum to share best practices with our regional partners and bring up the level of knowledge of best practices throughout the region. Peer Exchanges would provide the opportunity for our regional leaders to share their knowledge, experiences, and successes with regional partners. Develop a data-driven outreach campaign which would use the work that went into developing our Regional Vision Zero Action Plan to identify a key issue that is affecting our region and develop an effective outreach campaign to address that issue.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | REG230205 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Regional/Multi-County | MTC      | Shared Connected/Automated Vehicles and Technology | Strategy development and implementation planning to enhance traffic and transit system performance and safety. Leverage ongoing innovation in shared and connected/automated vehicle technologies and artificial intelligence for traffic management system optimization, multimodal/transit technology improvements, and other projects focused on regional integration and sustainability.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | REG250207 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| Regional/Multi-County | MTC      | Smart Transbay Transit                             | Development and implementation of ITS/technology strategies to prioritize transbay transit and enhance the passenger experience. Strategies include but are not limited to signal retiming, transit signal priority, and traveler information technology upgrades for buses and system performance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | REG250210 | 21-T07-057 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                                                                          | Not modeled              |
| Regional/Multi-County | MTC      | TCP Financing Repayment Obligations                | SF Bay Area: Regionwide: Repayment of principal balance and interest costs associated with securitization of future FTA formula fund apportionments. Principal balance is approximately \$1B, with interest cost in the \$300M-\$500M range, to be paid back through FY35.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | REG170023 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Regional/Multi-County | MTC      | Toll Bridge Maintenance                            | Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | REG130001 | 25-T01-006 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Regional/Multi-County | MTC      | Toll Bridge Rehabilitation Program                 | Bay Area: On 7 state-owned toll bridges: Rehabilitation program                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | REG130002 | 25-T01-006 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Regional/Multi-County | San Jose | Regional Speed Safety Camera Campaign              | The Regional Speed Safety Camera Campaign aims to raise awareness about automated speed enforcement in Oakland, San Jose, and San Francisco. This campaign aims to educate residents about the purpose and benefits of the program in reducing speeding and improving road safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | REG250203 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Regional/Multi-County | WETA     | WETA: Ferry Channel and Berth Dredging             | WETA: Various service areas: Regularly scheduled dredging to remove silt build-up that would otherwise keep ferries from operating from Vallejo ferry basin, Harbor Bay Channel and other WETA service areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | REG090054 | 25-T11-166 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| Regional/Multi-County | WETA     | WETA: Ferry Major Component Rehab/Replacement      | WETA: Fleetwide: Rehabilitate and/or replacement major ferry components including shafts, propellers, navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, lifesaving equipment and other components. Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | REG090057 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                                                                | Not modeled              |
| Regional/Multi-County | WETA     | WETA: Fixed Guideway Connectors                    | WETA: This project includes rehabilitating and replacing the floats and gangway systems that allow the passengers to get from the vessels to the terminals (extension of the fixed guideway in the marine environment). This project will also replace existing passenger loading facilities (ramps), floating barges, piers and hydraulic systems.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | REG090067 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |



| County               | Sponsor    | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
|----------------------|------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| San Francisco County | BART       | Embarcadero Stn: Platform Elevator Project         | Project will be broken into two phases: Phase One: Includes modernization to the Embarcadero Station elevator, south stairs, and machine room relocation, to improve reliability and availability of the elevator at the Embarcadero Station for BART riders. The Project includes expansion of the south stairs and relocation of the machine room. Phase Two: Includes the installation of a new elevator at the north end of the station with an emergency stop at the Muni platform.                                                                                                                                                                                                                                                                                                                                                                                         | SF-170016 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                                                                                                         | Not modeled              |
| San Francisco County | MTCT       | Regional Planning Activities and PPM - SF County   | San Francisco County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SF-170002                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SF-210004 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| San Francisco County | Port of SF | Amador Street Infrastructure Improvements          | San Francisco City/County, Intersection of Amador St. and Illinois St. to 1800 ft east: design and construction a roadway reconstruction project, including full depth roadway reconstruction, sewer and water utility replacement, landscape features that include stormwater capture planters, storm trash capture device installation, and new sewer pump station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SF-170012 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| San Francisco County | Port of SF | POSF-SFMTA Parking Management Pilot                | Purchase and installation 28 multi-space meters that would be managed and maintained by SFMTA. The project will reduce local congestion caused by drivers by searching for parking without the benefit of real-time meter occupancy information; reduce delays to transit caused by local congestion, improving transit reliability and increasing transit patronage; and incentivize the use of alternative zero-emission transportation (public transit and bicycles) with adjustable meter pricing designed by SFMTA to manage demand and promote these alternatives. This project is considered an operational project with non-construction activities.                                                                                                                                                                                                                     | SF-230208 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| San Francisco County | SFCTA      | Oakdale Caltrain Station                           | San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain commuter-rail station at Oakdale Avenue to accommodate transit needs of a newly developing Bayview/Waterfront/Hunters Point community where lesser service currently exists, and to replace the regional transit connection lost with closure of the Paul Avenue Caltrain Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SF-090011 | 25-T11-171 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| San Francisco County | SF DPW     | Harvey Milk Plaza Project                          | The New Harvey Milk Plaza, located at Castro and Market streets, is an important landmark to the neighborhood. This features a triangulated sculptural canopy which runs axially east/west through the site. This sculpture symbolizes the push and pull of Harvey Milk's life, inspiring visitors to create a better future while simultaneously linking them to the past with a timeline embedded in the ground plane below the canopy. The sculptural canopy and timeline lead visitors on a journey through the plaza culminating in a grove of 11 ginkgo trees at its western edge which mark the 11 months Harvey Milk was in office. The New Harvey Milk Plaza will honor Harvey Milk, improve universal access throughout the site, create successful public space, and improve safety and security throughout the site, and become a new, iconic gateway to the Castro. | SF-250206 | 25-T09-134 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| San Francisco County | SFMTA      | 29 Sunset Improvement Project                      | The San Francisco Municipal Transportation Agency (SFMTA) 29 Sunset Improvement Project aims to improve the performance (travel time and reliability) of and passenger experience (including improved safety for pedestrians accessing the bus) on the Muni 29 Sunset bus route such as optimization of stop locations; improvements to stops, such as expanded waiting areas and, in some cases, transit bulbs; and implementation of transit signal priority.                                                                                                                                                                                                                                                                                                                                                                                                                  | SF-230202 | 25-T11-153 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                                                                                                   | Not modeled              |
| San Francisco County | SFMTA      | 40' & 60' Motor Coach Replacement Procurement      | Purchase 40-ft and 60-ft diesel hybrid buses, along with all required accessories (Tools & Equipment, Spare Parts, Training and Data Monitoring subscription), and deploy the vehicles in revenue service. These vehicles are expected to replace aging diesel hybrid buses that are near or have reached their end of useful life. Replacing vehicles at the end of their useful life will keep the average fleet age down, which increases the reliability of service. The buses shall be procured from one or more manufacturers through a state cooperative purchasing contract.                                                                                                                                                                                                                                                                                             | SF-250207 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| San Francisco County | SFMTA      | Bayview Community Shuttle                          | The Bayview Community Shuttle will operate an on-demand microtransit fleet available to members of the public and will offer connections from the Bayview-Hunter's Point community to transit hubs, employment opportunities, and other resources.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SF-250208 | 25-T11-154 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| San Francisco County | SFMTA      | Bayview Multimodal Community Corridor              | The Bayview Community Multimodal Corridor project will improve pedestrian and bicycle safety and access by providing a comfortable multimodal route and supportive programs. The project includes 9 raised crosswalks, 3 raised intersections, over 0.5 mile of protected bikeway, 3 protected intersections, 7 bulbouts, 11 curb ramps, 125 feet of widened sidewalk, 13 speed humps/cushions, 2 transit boarding islands.                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SF-230206 | 25-T08-090 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| San Francisco County | SFMTA      | Cable Car Traction Power & Guideway Rehab          | SFMTA: On the Cable Car system: Includes various guideway and infrastructure repair and improvement projects. Covers all street components of the Cable Car system, such as pulleys, switches and turntables. Replace track curves, frogs, sheaves, Barn 12KV, switchgear, DC Motor, mechanical, HVAC, and infrastructure upgrade for the space to comply with latest codes and ADA compliance. Because this is an ongoing program, projects are in varying stages of conceptual design, design, and construction.                                                                                                                                                                                                                                                                                                                                                               | SF-99T002 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| San Francisco County | SFMTA      | Central Embarcadero Safety Project                 | The Project expands on recent quick-build safety measures along The Embarcadero, between Bryant Street and Broadway, on the Vision Zero High Injury Network. It includes curb, utility, and other changes to extend and improve the waterside protected bikeway; shorten and improve crosswalks; and add real-time messaging/wayfinding for parking and special events.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SF-230201 | 25-T10-135 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| San Francisco County | SFMTA      | Expanding Access to Charging in EPC                | Install 250 L2 charging ports across in 11 garages; assess and prepare up to 2 of these sites for e-mobility (bike and scooter) and assistive device charging as appropriate; install, operate, and maintain the chargers; conduct standard monitoring and evaluation of the chargers to ensure quality assurance, use, and future need.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SF-250209 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| San Francisco County | SFMTA      | Howard Streetscape Improvement Project             | San Francisco: Implement safety improvements on Howard Street from 4th to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.                                                                                                                                                                                                                                                                                                                                          | SF-230210 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| San Francisco County | SFMTA      | Muni Forward Five-Minute Network Corridor Planning | The Five-Minute Network is part of the SFMTA's next generation of Muni Forward transit priority capital projects. The most intensive improvements will focus on the network of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs, referred to as a "Five-Minute Network." Improvements would also be made to routes that provide critical connections to the Five-Minute Network.<br><br>This project will develop the next generation of Muni Forward corridor projects in support of the Five-Minute Network.                                                                                                                                                                                                                                                                 | SF-230205 | 25-T11-153 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| San Francisco County | SFMTA      | Presidio Yard Modernization Project                | The project is a reconstruction and modernization of a 110+ year old transit facility. The entire 5.4-acre site on Geary Blvd between Presidio & Masonic Aves was last upgraded in 1950. The existing facility services 132 40' trolley buses. The site is planned to have a new Battery Electric Bus Facility that will service 215+ 40' & 60' Zero Emission/Electric Buses. Paratransit operations as well as mixed-use joint development are also planned for the property. This joint development is expected to generate revenues for capital improvements, maintenance, and transit service.                                                                                                                                                                                                                                                                               | SF-250205 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| San Francisco County | SFMTA      | San Francisco Muni Light Rail System Accessibility | SFMTA's Muni Light Rail Accessibility Improvement Project will construct ramps and other accessibility improvements at 8 Muni surface street stops on the J- Church (5) and M-Ocean View lines (3). These improvements will reduce gaps between widely spaced stops, improving accessibility for the thousands of mobility-impaired residents who are currently unable to use the system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SF-250203 | 25-T01-005 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |

| County               | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| San Francisco County | SFMTA   | SF Muni Rail, Way & Structures Program             | SFMTA: Systemwide: Design and replacement of trackway, tunnel, and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and vibration. The program seeks to rehabilitate and repair existing track work, including replacement and tamping of ties and ballast and installation of guardrail, enhance system safety and reliability, while reducing the need for excessive maintenance. This program is divided into 10 year segments, and work is ongoing on various phases of the program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SF-95037B | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| San Francisco County | SFMTA   | SFMTA Facility Development -- Bus Facility Upgrade | San Francisco: Bus Yard Infrastructure Upgrades Set-Aside SFMTA is preparing upgrade several Muni Bus Yards to ensure state of good repair and facilitate service expansion. This includes upgrades at the following bus yards: Presidio Yard, 949 Presidio Ave; Kirkland Yard, 2301 Stockton St.; Islais Creek, 1301 Cesar Chavez; Woods Yard, 1001 22nd Street; and Potrero Yard, 2500 Mariposa Street. The \$18,936,813 in funding will be used for planning, inreach and outreach, and preparation of CEQA and NEPA documents to prepare these yards for next steps for improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SF-230204 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| San Francisco County | SFMTA   | SFMTA Joint - Development Program Tech Assistance  | Support its Joint-Development Program to maximize revenue opportunities through partnerships, economic development, and good land use. With a growing need for rehabilitation and replacement of its many obsolete facilities, the SFMTA must evaluate the potential for new revenue streams by leveraging its considerable real property assets through joint development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SF-250204 | 25-T01-005 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |
| San Francisco County | SFMTA   | SFMTA Overhead Line Recon and Traction Power Prog  | SFMTA: Systemwide: Design and construction of Muni Trolley Poles, Overhead Contact System, and Rail Traction Power improvements that provides power to Muni, based on evaluation of the Muni Track and Traction Power Condition Assessment, which serves light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance and increase system reliability, provide flexibility in addressing acute needs, and address areas of chronic service outages or emergency repairs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SF-970170 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| San Francisco County | SFMTA   | SFMTA Zero Emission Bus Procurement                | SFMTA: Fleet: Procure a total of 12 new 40 foot battery-electric buses. Three buses from each of four vendors will be stationed at the Woods bus facility and will be evaluated in revenue service for at least one year. The result of the Pilot Project will steer the future procurement and deployment strategy for introducing battery-electric buses into regular service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SF-190013 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| San Francisco County | SFMTA   | SFMTA: Cable Car Vehicle Renovation Program        | SFMTA: Cable car fleet: Overhaul and reconstruct the cable car fleet to maintain system reliability and productivity. Project is phased. Currently each car is unique and parts must be fabricated for each individual car. One goal of the renovation program is to start to standardize major vehicle components. Minor overhauls are scheduled every 15 years, major overhauls at 30-35 years and reconstruction at 60-70 years. At any one time, a total of four cars may be undergoing renovation. Reconstruction takes 18 months, major overhaul takes 9 months, and a minor overhaul takes 6 months. Includes major rehabilitation of 17 Powell Cars and 11 California Cars, and minor rehabilitation of 10 Powell Cars and 2 California Cars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SF-970073 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                                                                | Not modeled              |
| San Francisco County | SFMTA   | SFMTA: Motor Coach and Trolley Coach Mid-Life Over | SFMTA: Existing Motor Coach and Trolley Coach Mid-life overhauls. SFMTA has started the Fleet Replacement program since 2013 and these vehicles have reached the midpoint of its life expectancy. A midlife overhaul program is critical to sustain the reliability and service availability of the vehicles. Taking the midlife overhaul opportunity, this allows SFMTA to keep the onboard electronic systems up-to-date. The general scope of work is to include the propulsion system, traction motors, onboard battery system, destination signs, flooring, seats, pneumatic system, electrical systems, interiors and exteriors.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SF-170018 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                                                                | Not modeled              |
| San Francisco County | SFMTA   | SFMTA: Paratransit Vehicle Replacements            | SFMTA: Paratransit service across San Francisco: preserve service and replace 84 paratransit vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SF-090035 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| San Francisco County | SFMTA   | SFMTA: Rehab Historic Streetcars                   | SFMTA: Fleet of historic streetcars: Rehabilitate vehicles. SFMTA operates a fleet of Presidents' Conference Committee streetcars (PCC) and other vintage streetcars 21 hours per day, 365 days a year. The PCCs carries approximately 20,000 people per day from Castro and Market Street along the Embarcadero to Fisherman's wharf. For the current F-Line service and envisioned E-Line service to Mission Bay and Fort Mason, the SFMTA needs to rehabilitate many of its historic streetcars to provide safe and reliable service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SF-170021 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                                                                | Not modeled              |
| San Francisco County | SFMTA   | SFMTA:Train Control & Trolley Signal Rehab/Replace | SFMTA: Systemwide: ATCS Wayside/Central Train Control & Rail/Bus Signal Systems Rehab/Replace Program includes but is not limited to (1) Final cutover of the new Advanced Train Control System (ATCS), remove the old signal system, and replace critical wayside equipment including station controllers, axle counters, and loop cables (2) Replace the UPS that provides power to the Central Control portion of the ATCS (3) Replace subway motor generators at Van Ness Station, which includes an Uninterruptible Power Supply (UPS) as backup for the wayside ATCS. (4) The Data Transmission System (DTS) provides remote control from Central Control of subway emergency ventilation fans, and monitors status of subway track switches, signal aspects, train traffic direction, and alarms, including fire and intrusion. The project replaces the deteriorated and obsolete system with a SCADA system and integrates it with other rail SCADA systems operated from Central Control. (5) Purchase a backup system for the Yard Departure Test Device (YDTD) at Muni's Metro Yard to minimize impacts on vehicle availability. (6) Signalize and electrify most switches in the Green Yard to enable control by LRV operators instead of current manual operations for more efficient operations. (7) Replace existing train control and signal system at various locations to increase protection for transit vehicles from auto traffic, reduce derailments and travel time, and improve safety, reliability, and maintainability of the system. (8) Rehab/replace miscellaneous trolley coach signalization systems. Funds in the 2020s will be invested in the ultimate change out of the ATCS with a new Communications-Based Train Control program. | SF-050024 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| San Francisco County | SFMTA   | Tenderloin Community Safe Streets Project          | Deliver core traffic safety enhancements to improve pedestrian and bicyclist safety at selected intersections, enhance transit connections, and activate community space. Through both upgraded traffic signals and proven pedestrian and bicycle safety interventions, the project will reduce collisions throughout the Tenderloin neighborhood and help San Francisco achieve its Vision Zero goals.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SF-250202 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| San Francisco County | SFMTA   | Third Street Dynamic Traffic Signal Optimization   | The Third Street Dynamic Traffic Signal Optimization Project seeks to improve and advance the SFMTA goals of safety and reliability, equity, access, and climate through the implementation of smart technology traffic signals. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. These technology solutions respond to real time needs of multimodal traffic flow to move the most people safely through the diverse Third Street corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SF-230212 | 25-T11-153 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| San Francisco County | SFMTA   | Western Addition Safe Streets                      | The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The project will deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SF-230207 | 25-T08-090 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| San Francisco County | TIMMA   | Treasure Island Ferry Terminal Landside Imprvmnts  | San Francisco: On Treasure Island at the new Treasure Island Intermodal Terminal on Avenue of the Palms between Clipper Cove Way and California Ave. Construct land-side improvements including shelters and public restrooms.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SF-190006 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                                                                                                   | Not modeled              |
| San Francisco County | WETA    | WETA: Replace Ferry Vessels                        | WETA: All existing ferry vessels for WETA: Replace vessels when they reach the end of their useful life of 25 years                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SF-110053 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |

| County           | Sponsor    | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TIP ID    | RTP ID     | Air Quality Description                                                                                                                       | Conformity Analysis Year |
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| San Mateo County | Atherton   | Alameda de las Pulgas Traffic and Safety Imps      | Traffic safety improvements on Alameda de las Pulgas including but not limited to removal of a mid-block pedestrian activated signal and crossing between Mills Avenue and Camino al Lago, signalization of the Camino al Lago/Atherton Avenue intersection, installation of a roundabout or traffic signal at the Atherton Avenue/Alameda de las Pulgas intersection, green infrastructure and drainage improvements, curb ramps, complete streets, geometric modifications to intersections and approaches, slurry seal (if within the budget) and signing, striping and pavement markings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SM-230214 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                      | Not modeled              |
| San Mateo County | BART       | Daly City BART Station Mobility Hub                | Improvements at Daly City BART include upgraded bike facilities, station lighting, regional wayfinding signage, and new bus shelters to enhance safety, accessibility, comfort, and multimodal connectivity at this key regional mobility hub.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SM-250223 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                       | Not modeled              |
| San Mateo County | Belmont    | Alameda de las Pulgas Corridor Improvements        | A multi-agency regional transportation improvement project involving cities of Belmont, San Carlos, and two School Districts (Sequoia Union High School and San Carlos School District) along the Alameda de Las Pulgas (ADLP) and San Carlos Avenue Corridor. The corridor serves as the main thoroughfare for many residents of both Belmont and San Carlos. In addition, the corridor experiences heavy traffic congestion during peak hours during school pick-up and drop-off. The project proposes improved traffic circulation for all modes of transit, safety improvements, relief for peak hour traffic congestion, and installation of green infrastructure. Safety improvements will include new sidewalks, Class II bike lanes, a new signal at Carlmont Drive, and (3) mini roundabouts along the corridor. The innovative series of roundabouts will replace stop-controlled intersections, improve circulation, reduce delay, and allow safety for all modes to be greatly improved along the corridor.                                                                                                                                                                                                                                                                                                                                                                                        | SM-250204 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| San Mateo County | Belmont    | Ralston Avenue Segment 4                           | A Complete Streets feasibility study focused on circulation, safety, and multimodal improvements along Ralston Avenue between Alameda de las Pulgas and the western City limit at Christian Drive. The study will evaluate existing conditions and develop conceptual alternatives to improve pedestrian and bicycle facilities, enhance crossings, close sidewalk gaps, and address safety and operational challenges along the corridor. The project will consider roadway constraints, topography, and right of way limitations while identifying practical improvements that enhance mobility and safety for all transportation modes. The study builds upon the Ralston Avenue Corridor Study and Improvement Plan adopted in August 2014 and will identify a preferred improvement concept to advance the project toward environmental clearance, detailed PS&E design, and future construction funding.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SM-250202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| San Mateo County | Burlingame | Burlingame - Broadway Grade Separation             | Burlingame: Broadway Ave at the Caltrain ROW: Grade separate Broadway from the Caltrain tracks. The project is currently under a 65% redesign to reduce project construction costs. Project will still grade separation the tracks from Broadway, but the Broadway Caltrain station has been removed from the project in a cost saving effort. The project will continue to new pedestrian and bicycle access crossing in proximity to Carmelita Avenue, Broadway, Cadillac.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SM-210004 | 25-T11-174 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                                                   | Not modeled              |
| San Mateo County | Burlingame | Old Bayshore Hwy. Safety & Economic Revitalization | The Old Bayshore Highway Safety and Economic Revitalization Project will include redesign, engineering, and construction along the Old Bayshore Highway Corridor. This will include but not limited to improvements to: roadway pavement quality, street intersections, sidewalk accessibility, bike lanes, traffic calming measures, streetlighting, and transit stop enhancements. Project is currently selecting a design team to develop the PS&E package and move forward to construction. Project has obtained a \$19.2 million grant to complete the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SM-250224 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                  | Not modeled              |
| San Mateo County | Burlingame | Rollins Road Bicycle and Pedestrian Improvement    | Burlingame: Rollins Road north of Broadway to Millbrae City limit near Adrian Road: Implement Road Diet; Striping and Signage; Pedestrian Crossing Improvement; ADA corner ramp and Bulb-out installation; separate Class IV bikeway; median installation and rectangular rapid flashing beacons.<br><br>The existing multilane roadway is 64-ft wide curb to curb, with 10-ft ROW on each side, consisting of four vehicle travel lanes shared by bicyclists and motorists through the provision of Class III sharrows in one direction and Class II Bike Lane in another direction.<br><br>The project will provide a Class IV buffered bicycle facility and pedestrian improvements, reconfigure the roadway with traffic calming elements, improve signage and striping to enhance safety, improve access, better connectivity, and attractiveness of bicycling for people of varying ages and abilities.<br><br>Project has selected a design team which has developed concepts that have been shared with the community through outreach meetings.                                                                                                                                                                                                                                                                                                                                                       | SM-230201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| San Mateo County | Caltrain   | Caltrain Railcar Replacement                       | Procurement of high-performance EMUs to replace diesel locomotive trains and enhance the speed, capacity, safety, and reliability of Caltrain, the primary commuter rail service for millions of residents in the San Francisco Bay Area. The Project will enable Caltrain to eliminate diesel service originating and terminating on the main transit link between the major employment centers of San Francisco and San Jose, reducing emissions and noise pollution in the equity priority communities along the corridor. The Project will advance the US Department of Transportation goal of transitioning to a cleaner and more energy-efficient future, and forms part of a larger formal electrification initiative at Caltrain (PCEP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SM-230209 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| San Mateo County | Caltrain   | Caltrain Systemwide Track Rehab and Related Struct | Caltrain: Systemwide: Track Rehabilitation and Related Civil Structure program includes a wide range of track and civil structure projects to maintain these existing assets in a state of good repair. Track rehabilitation work under this program includes rehabilitation and replacement of track and track structure such as switches and switch components, rail lubricators, rail components, eliminate jointed track with welded rail, rail surfacing, rail grinding, replacement of ties and ballast, sub-grade undercutting, placement of asphalt underlay to rehabilitate track subgrade, replacement of existing paved street crossings with new crossing panels. Civil structure rehabilitation and replacement under this program includes existing bridge and bridge components such as foundations, piers, abutments, girders, stringers, deck structures, railings, walkways and approach structures. Other miscellaneous civil and track work includes repair or replacement of drainage culverts and catch basins, other types of drainage work as necessary to maintain good drainage conditions along the right of way, such as installation of sump drains, pumps, swales, ditches, sub-drains and pump structures, retaining walls to support track structures, erosion control measures, grading of roads and walkways to maintain site access and replacement of fencing and signage. | SM-03006B | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way   | Not modeled              |
| San Mateo County | Caltrain   | Caltrain TVM Rehab and Clipper Functionality       | Caltrain: Systemwide: Refurbish existing TVM machines and incorporate Clipper functionality that both issue new cards and allow customers to add value in real time. This project will provide each station with a minimum of one dedicated clipper functional ticket vending machine on each station platform. This project will also replace and upgrade clipper card readers (or CID readers) at Caltrain stations as part of the MTC's Clipper upgrade project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SM-170010 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                             | Not modeled              |
| San Mateo County | Caltrain   | Middle Avenue Pedestrian and Bicycle Undercrossing | Construct a grade separated pedestrian and bicycle crossing of the Caltrain railroad in the vicinity of Middle Avenue in the City of Menlo Park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SM-230203 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |

| County           | Sponsor        | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| San Mateo County | Colma          | El Camino Real Complete Streets - Segment A        | El Camino Real Complete Streets Project (Segment A) is a component of a larger El Camino Real Improvement Project. The overall Project is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco. The Project aims to enhance safety, provide multimodal accessibility, improve connectivity and access to public transportation, and support economic growth by providing continuous sidewalks and dedicated bicycle lanes along approximately 1.5 miles of El Camino Real (SR 82).<br>The scope for the El Camino Real Complete Streets Project (Segment A) involves the design of green infrastructure and sustainable landscaping. These features provide stormwater treatment and detention of stormwater flow into the Town's drainage system, enhancing urban greening, and improving overall community health, climate resiliency and an aesthetic landscape that delineates pedestrian and bicycle facilities.                   | SM-250213 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | Colma          | El Camino Real Complete Streets Mission-Arlington  | El Camino Real Complete Streets Project (Segment B) is a component of a larger El Camino Real Improvement Project. The overall Project is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco. The Project aims to enhance safety, provide multimodal accessibility, improve connectivity and access to public transportation, and support economic growth by providing continuous sidewalks and dedicated bicycle lanes along approximately 1.5 miles of El Camino Real (SR 82). The scope for the El Camino Real Complete Streets Project (Segment B) involves the construction of new sidewalks, protected bicycle facilities, ADA curb ramps, high-visibility crosswalks, safe harbor bus stops, energy-efficient lighting, green infrastructure and sustainable landscaping, where achievable. Additionally, the ECR/Mission Road intersection will be reconfigured with a new traffic signal to improve safety and traffic flow. | SM-230202 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                     | Not modeled              |
| San Mateo County | Daly City      | Bayshore and Woodrow Wilson Elementary Sustainable | The project proposes to install new pedestrian bulb-outs, green infrastructure and high visibility crosswalks and other pedestrian enhancement striping at critical intersections along a walking route identified in recent walk audits performed at the two schools.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SM-250212 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | Daly City      | John Daly Blvd Pedestrian and Bicycle Facility     | This project will incorporate current design and construction standards to enhance sections of the multi-use path for pedestrians and bicyclists along the south side of John Daly Boulevard, between Ashland Drive and Poncetia Drive. Planned improvements aim to support safe, two-way travel for all users. Additional amenities under consideration include pedestrian-scale lighting, benches, and updated signage to further improve functionality and comfort.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SM-250219 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | Daly City      | Serramonte Boulevard Street Surfacing Project      | Repair and overlay Serramonte Boulevard between I-280 Off-Ramp and the entrance to Serramonte Shopping Center. Repair and improve curb ramps within project limits to meet current accessibility standards. Construct Low Impact Development (LID), which mimics drainage patterns of more natural landscapes as required by Provisions C.3 of MRP 3.0.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SM-250206 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| San Mateo County | Daly City      | Southgate Ave and School St Safety Improvements    | Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including would install edgelines, painted bulb-outs and high-visibility crosswalks to increase pedestrian visibility and slurry seal Southgate Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SM-210012 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| San Mateo County | East Palo Alto | East Bayshore Pedestrian and Cyclist Improvement   | Multimodal complete streets improvements on East Bayshore Road segments between University Avenue and Saratoga Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SM-250215 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | East Palo Alto | East Palo Alto/San Mateo Co. Regional EV Charging  | The San Mateo County Regional EV Charging Project will include the installation of 66 publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley. Our strategic siting prioritizes areas near multi-unit housing (MUH), transit-oriented communities (TOCs), and neighborhood hubs. 24 of these chargers will be installed in East Palo Alto.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SM-250227 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| San Mateo County | East Palo Alto | Fordham St. - Sustainable Streets Project          | Curb extensions are proposed at the main diagonal crosswalk across Fordham Street as part of the Safe Routes to School initiative, and will extend approximately 6 feet into the roadway. Bioretention stormwater planters are also proposed to be integrated to provide roadway runoff. This intersection experiences flood and drainage issues after rain events due to inadequate storm drain system in the area. A total of 220 square feet of bioretention is proposed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SM-250214 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | East Palo Alto | US 101 University Ave Interchange Improvements     | E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St: Add bike lanes and a pedestrian lane and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve the traffic operations. Project will be constructed through two construction contracts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SM-070006 | 25-T06-018 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | Half Moon Bay  | Half Moon Bay - Eastside Parallel Trail Segment 2  | The Eastside Parallel Trail North - Segment 2 Project includes the extension of a 10-foot wide bicycle/pedestrian (multi-purpose) Class I trail from Spindrift Way to Ruisseau Francais Avenue, approximately 1,600 feet. The trail is located within Caltrans State Route 1 right-of-way in the City of Half Moon Bay. This project also includes a new bridge crossing over Frenchman's Creek. Awarded in the CPFCDs program as Highway I/Frenchman's Creek Intersection and Bike/Pedestrian Improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SM-250207 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | Half Moon Bay  | Half Moon Bay/San Mateo Co. Regional EV Charging   | The City of Half Moon Bay/San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. This application represents an individual jurisdictional effort that is a part of a coordinated, county-wide approach. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. Within Half Moon Bay, there will be 17 Level 2 Chargers installed in six different sites throughout the City of Half Moon Bay                                                                                                                                                                                                                                                                                                                                                                               | SM-250221 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| San Mateo County | Menlo Park     | EV Charging Infrastructure                         | Install electric vehicle (EV) charging infrastructure across City Hall and downtown parking areas, ensuring accessibility and promoting the transition to clean mobility. The project integrates advanced charge management equipment and upgraded electrical systems to ensure efficient, reliable operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SM-250226 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| San Mateo County | MTC            | Regional Planning Activities and PPM - San Mateo   | San Mateo County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SM-170002.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SM-210013 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                            | Not modeled              |
| San Mateo County | Pacifica       | Resurfacing Sharp Park Priority Development Area   | The work consists generally of pavement rehabilitation along Sharp Park Road from City Limits to Francisco Boulevard and Francisco Boulevard from Sharp Park Road to Paloma Avenue by grinding 2 inches of asphalt and 2 inches asphalt overlay. This project will also include pavement grinding for base repair as well as installation of concrete curb ramps, thermoplastic traffic striping, markings, pavement markers, and miscellaneous work, in accordance with the approved plans and specifications and City standards and as directed by the City Engineer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SM-250216 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| San Mateo County | Portola Valley | Portola Valley Street Preservation                 | Portola Valley: Westbridge Drive (approximately Alpine Rd to Cervantes Rd) Alpine Road (approximately Willowbrook Dr. to Nyland Gate) Alpine Road (approximately Ladera to 200' N/O Hillbrook Dr) Corte Madera Rd (approximately Alpine Rd to Portola Rd). Pavement preservation including pavement grinding, base repair, slurry seal, thermoplastic traffic striping and pavement markings, and other misc work related to road resurfacing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SM-170044 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |

| County           | Sponsor                   | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| San Mateo County | Portola Valley            | Portola Valley/SM County Regional EV Charging      | The San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. Within Portola Valley, there will be 7 Level 2 Chargers installed.                                                                                                                                                                                                                                                                        | SM-250225 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| San Mateo County | Redwood City              | Bay Road Complete Street Rehabilitation            | The Project is a joint effort with the City of Redwood City to make improvements within the Project limits for all road users who use or cross Bay Road, between 5th Avenue and 15th Avenue/Spring Street. The Project will include pedestrian crossing improvements, new bicycle facilities, new ADA-compliant curb ramps, traffic stripings and markings, pavement repairs, improved transit facilities, and green infrastructure.                                                                                                                                                                                                                                                                                                                                                                                       | SM-230207 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| San Mateo County | Redwood City              | Jefferson Avenue Traffic Safety Improvement        | The project is focused on traffic safety and crossing improvements on Jefferson Avenue in Redwood City from El Camino Real to Farm Hill Boulevard. The project scope includes adding new ADA curb ramps, crosswalks, controlled crossings HAWK and RRFB signals, pavement overlay, and bike facilities. The segment between Alameda de las Pulgas and Iris Street includes a road diet that will consists of one travel lane removal in each direction, and a center turning lane and buffered bike lane will be added.                                                                                                                                                                                                                                                                                                    | SM-250217 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| San Mateo County | Redwood City              | Page Street Bike Boulevard                         | The project scope includes the engineering design phase for bike boulevard improvements on Page Street in Redwood City from Rolison Road to 2nd Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SM-250218 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | Redwood City              | Roosevelt Avenue Traffic Calming project           | Installation of traffic calming measures on Roosevelt Avenue between Alameda de las Pulgas and El Camino Real, including a road diet near the Upton Street intersection, ADA curb ramps, pavement overlay, and microsurfacing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SM-230204 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| San Mateo County | Redwood City              | US 101 / Woodside Interchange Improvement          | Redwood City: Route 101 from 0.5 mile south of Route 101/84 Separation to Maple Street Overcrossing and on Seaport Boulevard and Route 84 from Route 101/84 Separation to Spring Street: Widen Woodside Road to six lanes (three in each direction) plus turn pockets, reconstruct all ramp connections between Woodside Road and US 101, construct direct-connect flyover ramps connecting to Veterans Boulevard, and construct additional pedestrian and bicycle facilities throughout the Project area and improve local intersections on Woodside Road and Seaport Boulevard. The Project would not change the alignment or operations of US 101.                                                                                                                                                                      | SM-050027 | 25-T06-051 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                | Not modeled              |
| San Mateo County | San Bruno                 | Huntington Transit Corridor Bike/Ped Improvements  | San Bruno: On Huntington Ave from San Bruno Ave to Herman St : Implement pavement preservation and bike/ped facilities including the following: construction of a two-way cycle track along the northbound side of Huntington Avenue, a sharrow will be placed in the rightmost lane going southbound along with designated bike route signage. Huntington Avenue will receive a slurry sealed treatment along the entire project area. installation of streetscape improvements such as pedestrian scale lighting, landscaping and/or public art.                                                                                                                                                                                                                                                                         | SM-170017 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | San Bruno                 | San Bruno Transit Corridor Ped Connection Ph4      | San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity including installing curb extensions and accessible curb ramps. The Transit Corridor Pedestrian Connection Project aims to improve pedestrian connectivity within the City's Transit Corridor Area by enhancing the streets directly adjacent to the downtown core of San Bruno.                                                                                                                                                                                                                                                                                                                                                                                                                  | SM-210003 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | San Carlos                | Brittan Ave. Widening                              | San Carlos: At the intersection of Brittan and Industrial Road: Widen sections of both roadways near the intersection, adding a turning median on Brittan Avenue to the west of the intersection, adding a left turn lane on eastbound Brittan Avenue, and adding a second left turn lane on southbound and northbound Industrial Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SM-190001 | 25-T08-093 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| San Mateo County | San Carlos                | San Carlos/San Mateo County Regional EV Charging I | The San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. The San Carlos project includes a total of 18 publicly available chargers.                                                                                                                                                                                                                                                                | SM-250222 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| San Mateo County | San Francisco City/County | Southern Skyline Blvd. Ridge Trail Extension       | Construct a new 6-10 foot wide multi-modal (hiking, biking and equestrian use) wildland trail constructed on the east side of state route 35 "Upper Skyline Blvd" between the intersection of highway 92 and highway 35 southward approximately 6 miles to the SFPUC Peninsula Watershed property boundary with the Golden gate National Recreation Area Phleger Estate. The trail surface will be a combination of native materials and amended/improved materials. The major engineering requirement will be construction of 1000 feet of engineered retaining walls to support the trail tread where the alignment will cross three steep gulches in the northerly portion of the alignment. Three permanent restrooms, trailhead improvements, parking area and trail furniture will also be included in the project.  | SM-130031 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | San Mateo (City)          | 19th Avenue/Fashion Island Blvd Complete Streets   | The 19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway (Bikeway) is located along 19th Avenue/Fashion Island Boulevard between the City of San Mateo and City of Foster City. The proposed mile long new bikeway extends between the Hayward Park Caltrain Station in City of San Mateo and the Bridgepointe Parkway shopping and business center in Foster City, providing residents with active transportation alternatives and access under the US-101 and SR-92 interchange. The project includes reconfiguring the existing roadway and intersections for bicycle and pedestrian access improvements. The project is proposed to be constructed in two phases. Phase 1 will be constructed from Mariners Island to Norfolk Blvd and Phase 2 will be constructed from Norfolk Blvd to Pacific Blvd. | SM-230205 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | San Mateo (City)          | East Hillsdale Blvd Ped/Bike Access Improvements   | City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle access improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SM-170006 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | San Mateo (City)          | El Camino Real/Humboldt St./Hillsdale Blvd.        | PS&E improvements. Safety upgrades at El Camino, Humboldt & Hillsdale intersections: new signs, lighting, signal hardware, high-vis crosswalks, no-left-turn markings, raised crossings, and improved visibility to enhance pedestrian safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SM-250220 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| San Mateo County | San Mateo CCAG            | ITS Improvements in San Mateo County Northern Citi | San Mateo County: In San Mateo County Northern Cities Daly City, Brisbane, and Colma along the US 101 corridor to the SF County line, and on I-280 from I-380 to the San Francisco County Line: Continue the ITS improvement implementation efforts of City/County Association of Governments of San Mateo County (C/CAG), California Department of Transportation (Caltrans District 4) and the partner agencies that was initiated with the Phase 1 of the San Mateo County Smart Corridors                                                                                                                                                                                                                                                                                                                              | SM-170046 | 25-T06-018 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| San Mateo County | San Mateo CCAG            | Safe Streets for All Supplemental Planning         | This project will conduct supplemental planning activities to develop a structure for ongoing review of community needs, capacity-building, and collaboration among local agencies; conduct additional research on transportation safety topics of interest for local agencies; and monitor and evaluate implementation actions by local agencies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SM-250210 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| San Mateo County | San Mateo CCAG            | San Mateo County SR2S Program                      | San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested schools.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SM-110022 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                   | Not modeled              |
| San Mateo County | San Mateo CCAG            | SM Countywide ITS Improvements - SSF Segment       | San Mateo County, City of South San Francisco: County-wide: ITS improvements at various locations in the County. The South San Francisco Expansion will extend the San Mateo County Smart Corridor north to include the Alternate Routes located in the City of South San Francisco. The Smart Corridor Implementation South San Francisco Expansion project includes the design of fiber optic cable in new conduit, wireless communications, traffic signal controller upgrades and replacement, CCTV cameras, system detection, arterial dynamic message signs and trailblazer signs along the project corridors of Airport Blvd, Oyster Point Rd, Gateway Blvd and Grand Ave. CCAG was the implementing agency for PE phase, and South SF will be implementing agency for CON phase.                                   | SM-070002 | 25-T06-018 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |

| County             | Sponsor             | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TIP ID    | RTP ID     | Air Quality Description                                                                                                                       | Conformity Analysis Year |
|--------------------|---------------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| San Mateo County   | San Mateo County    | Hwy 1 Congestion & Safety improvements             | San Mateo County: Highway 1 between Pacifica in the north and Half Moon Bay in the south (approximately 7 miles): Install various improvements such as raised medians, left turn lanes, acceleration lanes, pedestrian crossings, bike facilities, intersection controls, and signage. The overall project includes features that reduce vehicular speed, manage turning movements, and enhance safety for pedestrians, bicyclists, and transit users. Implementation has been divided into phases by geographic area. The Gray Whale Cove Phase includes a left turn lane, acceleration lane and pedestrian crossing at Gray Whale Cove State Beach. The Montara Phase includes bike lanes from 1st to 16th St, pedestrian crossing improvements at 2nd St and 7th St, pedestrian path connections to reach local businesses and coastal resources, and turn and acceleration lane at 8th St. The Moss Beach Phase includes roundabouts and/or traffic signals at the intersections of Hwy 1 with 16th St and/or Carlos St, California Ave., and Cypress Ave. along with various bicycle, pedestrian, and bus stop improvements from just south of Cypress Ave. to just north of 16th St; this phase is co-sponsored with the San Mateo County Transportation Authority. The Princeton Phase includes pedestrian crossing improvements at N Capistrano Rd and S Capistrano Rd. The El Granada Phase includes various improvements to address pedestrian crossing safety between Capistrano Rd and Coronado St. The Miramar Phase includes pedestrian crossing and bus stop improvements at Medio Ave and Mirada Road. PBA 2050 RTP ID - 21-T06-030 | SM-170001 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                 | Not modeled              |
| San Mateo County   | San Mateo County    | Pescadero Creek Road Rural Safety Planning/Demo    | Demonstration activities will occur at the intersection of Pescadero Creek Rd with Stage Rd, North St, Cloverdale Rd, and Butano Cutoff. These rural main street intersections are associated with fatalities and severe injuries and provide pedestrian and bicycle access between residences, local schools, grocery stores, restaurants, churches, and other services.<br>The Project will employ low-cost, high-impact strategies to improve safety across the rural roadways of Pescadero. These improvements could lead to a reduction in roadway fatalities and serious injuries involving vulnerable road users. Demonstration activities include evidence-based safety improvements via impermanent roadway design and removable barriers, such as: High-visibility crosswalk pavement markings using temporary materials (i.e., paint, bollards, and/or rubber curbs); Curb extension with pavement markings and delineators at Stage Road; Centerline hardening with delineators; Paint/plastic pedestrian refuge islands. These quick-build strategies will inform the permanent solutions described as part of the Implementation Grant as well as future improvements elsewhere in the County.                                                                                                                                                                                                                                                                                                                                                                                                                                        | SM-250211 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |
| San Mateo County   | San Mateo County    | Santa Cruz Ave/Alameda de las Pulgas Complete St   | The work to be done consists, in general, of reducing the number of travel lanes by constructing bicycle and pedestrian improvements, which include concrete islands, bulb-outs, and curb ramps. It also involves the removal of damaged sidewalk, roadway, and miscellaneous concrete, as well as the re-alignment of the curb line, gutter, sidewalk, and driveway. Additionally, the project includes drainage improvements with the placement of new storm drains, utility adjustments, removal of old striping and markings, restriping, traffic signal light modifications, creation of protected pedestrian crossings, micro-surfacing of the roadway, and installation of pavement markings, markers, and bike lane designations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SM-230212 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |
| San Mateo County   | SAMTRANS            | El Camino Real Mid-County Multimodal Corridor Plan | The El Camino Real Mid-County Plan will integrate SamTrans' transit priority capital improvement vision with local visions for bicycle facilities, pedestrian improvements, parking, and/or general-purpose travel lanes along El Camino Real (CA State Route 82), in the cities of San Mateo, Belmont, and San Carlos. This will result in comprehensive conceptual level designs, developed in partnership with cities and local communities, for improving transit performance. The proposed plan will build on the conceptual planning work completed as part of the SamTrans El Camino Real Bus Speed and Reliability Study (ECR Study) in 2022. The ECR Study produced a transit vision including specific operational and infrastructure treatments for each city along the corridor in San Mateo County, including recommended locations for bus bulbs, queue jumps and bus-only lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SM-230210 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                               | Not modeled              |
| San Mateo County   | SAMTRANS            | Replace 26 Paratransit Vehicles                    | Purchase paratransit vehicles to replace those that have reached the end of their useful life. These are included in the SamTrans fleet plan and published in the SamTrans Zero Emission Transition ICT Plan, approved by the SamTrans Board in December 2023.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SM-250205 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                          | Not modeled              |
| San Mateo County   | SAMTRANS            | Replace 29-40' Diesel Buses with Fuel Cell         | SamTrans Bus Fleet: Purchase 29-40' Fuel Cell buses to replace diesel buses that have reached the end of their useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SM-250208 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| San Mateo County   | SAMTRANS            | Replace 33 40' Diesel Buses with Fuel Cell         | Purchase 40' Fuel Cell buses to replace diesel buses that have reached the end of their useful life. These are included in the SamTrans fleet plan and published in the SamTrans Zero Emission Transition ICT Plan, approved by the SamTrans Board in December 2023.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SM-250209 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| San Mateo County   | SAMTRANS            | SamTrans Bus Replacement                           | SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life. This project will procure 135 transit buses to replace an equal number of 2009 Gillig buses that have reached the end of their useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SM-210014 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| San Mateo County   | SAMTRANS            | SamTrans Paratransit Vehicle Replacements          | SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life. Vehicles to be replaced between FY2022 and FY2024 include: FY22-21 cutaway buses, FY24-14 minivans, FY24-9 cutaway buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SM-210015 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| San Mateo County   | SAMTRANS            | SamTrans South Base BEB Charging Infrastructure    | SamTrans: South Base: Install electrical charging Infrastructure including design and construction of charging infrastructure and bus charging bays, procurement and installation of 37 overhead pantograph charging dispensers, and design and construction of essential power distribution networks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SM-210201 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                               | Not modeled              |
| San Mateo County   | South San Francisco | School St/Spruce Ave and Hillside Blvd Safety Imps | Project improvements will provide students and other residents with safe active transportation modes on busy Hillside Boulevard and on Spruce Avenue/School Street through traffic calming improvements, high visibility cross walks, ADA compliance improvements, curb ramps, bulb-outs, and drainage improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SM-230206 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                      | Not modeled              |
| San Mateo County   | South San Francisco | South Linden Ave and Scott St Grade Separation     | The Project will raise a short length of the existing railroad at South Linden Avenue. A grade separation structure will be placed below the existing railroad to facilitate the grade separation for vehicles, bicycles and pedestrians crossing at South Linden Avenue and for bicycles and pedestrians at Scott Street with vehicle access eliminated at Scott Street. Modify utilities as needed to accommodate lowering of roadways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SM-250203 | 25-T11-174 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment                                                                         | Not modeled              |
| San Mateo County   | Woodside            | Woodside Road between Kings Mountain Road and Alam | This project would provide bike and ped safety enhancements on Woodside Rd between Kings Mountain Road and Alameda de las Pulgas. Improvements would likely include green bike lane markings, bike lane buffer, vehicle speed reduction through signage and striping changes, and potentially other traffic calming and bike safety measures for bicyclists and pedestrians that attend Woodside Highschool as well as Woodside Elementary.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SM-230211 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Campbell            | Campbell PDA Enhancements                          | Campbell: Various streets in the vicinity of the Campbell PDA including Campbell Ave, Civic Center Dr, and Orchard City Dr: pedestrian and bicycle safety improvements including accessibility ramps, curb extensions, intersection reconfiguration, sidewalks, traffic signal modification, signs, striping                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL210024 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |

| County             | Sponsor       | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
|--------------------|---------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Santa Clara County | Campbell      | Hamilton Avenue Rehabilitation and Complete Street | The project will repave 2.8 miles of Hamilton Avenue from the western city limits located approximately 640' west of Phoenix Drive to the eastern city limits, located at the centerline intersection with Hurst Avenue. The roadway will be redesigned to incorporate safety enhancements by adjusting vehicle lane widths and creating continuous and comfortable bicycle lanes throughout this major arterial corridor. Other improvements include regrading areas with known water ponding issues; fixing uplifted sidewalks; constructing new ADA compliant curb ramps; and implementing minor traffic signal modification work at intersections to facilitate better pedestrian accessibility.                                                                                                                                                                                         | SCL250208 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Santa Clara County | Campbell      | SR 17 Southbound/Hamilton Ave. Off-Ramp Widening   | Campbell: Southbound Route 17 at Hamilton Ave: Widen off-ramp to improve operations. Add sharrows, green bike lane markings, ADA curb ramps, straighten west leg crosswalk, modify traffic signal at the Hamilton/Salmar intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL210003 | 25-T06-064 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                | Not modeled              |
| Santa Clara County | Cupertino     | Cupertino Stevens Creek Blvd Class IV Bike Lanes   | Cupertino: On Stevens Creek Blvd between Wolfe and De Anza Blvd: Convert existing Class II bike lanes to Class IV bike lanes. Improvements include installing pre-cast concrete vertical curbs, traffic signal modifications with bicycle phasing, revised signage and striping, and removal of crosswalk obstructions. Phase 2A involves these improvements on Stevens Creek Blvd from Wolfe Rd to De Anza Blvd. Phase 2B schedule TBD, Stevens Creek Blvd from De Anza Blvd to Hwy 85 NB on-ramp                                                                                                                                                                                                                                                                                                                                                                                           | SCL210034 | 25-T08-093 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Cupertino     | McClellan Road Bridge Reconstruction Project       | The Project is located on McClellan Road approximately 0.25 miles to the east of Stevens Canyon Road. The Project will consist of environmental clearance, permitting, design, and reconstruction of McClellan Road Bridge to meet all current structural and transportation codes and requirements, including accommodating all system users such as motor vehicles, bicyclists, and pedestrians. The Project, which is anticipated to consist of demolition, grading, paving, bridge reconstruction, and other activities necessary to facilitate the project, is estimated to extend approximately 150 feet from bridge abutments in both directions.                                                                                                                                                                                                                                     | SCL250234 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                           | Not modeled              |
| Santa Clara County | Gilroy        | Gateway Senior Apartments Ped Crossing Safety Imps | The Gateway Senior Apartments Pedestrian Crossing Safety Improvements Project is located at 6500 Monterey Road in Gilroy. The scope of work includes the construction of a Pedestrian Hybrid Beacon (also known as a HAWK), high visibility crosswalk improvements, curb ramps, and minor concrete. The funding plan includes \$350,000 in Priority Legislative Budget Projects funds (Other State).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL250230 | 25-T08-090 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Gilroy        | Gilroy Public Library EV Chargers                  | This project will install 3 dual-port Level 2 and 3 dual-port DC fast chargers EV charging stations at the Gilroy Public Library located at 350 W 6th St in Gilroy CA. The Gilroy Public Library is a designated community hub during heat waves and electrical blackouts. The charging stations will be in a public parking lot accessible 24 hours a day, 7 days a week.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250237 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Santa Clara County | Gilroy        | Local Road Safety Plan                             | The project will include hiring a consultant to analyze roadway safety conditions and create a prioritized list of improvement projects based on a data-driven and collaborative approach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250250 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Santa Clara County | Gilroy        | Safe Routes to School - Christopher High School    | Construct a Class I multi-use trail approximately 4,000 linear feet in length consisting of asphalt concrete (for bicycles and pedestrians) and ADA-compliant access at all trail entrances.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL230227 | 25-T10-135 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Los Altos     | N San Antonio Rd Complete Streets Project          | Streetscape project along N San Antonio Rd from Foothill Expressway to El Camino Real. Includes Class IV protected bikeways, pedestrian enhancements, enhanced crossings, median landscaping, median curb reconstruction, resurfacing treatment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL230206 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Los Gatos     | Blossom Hill Road – Union to Camden                | This project will update the Town's Local Road Safety Plan and evaluate safety enhancements on Blossom Hill Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SCL250212 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Santa Clara County | Los Gatos     | Highway 17 Bicycle and Pedestrian Overcrossing     | The Highway 17 Bicycle & Pedestrian Overcrossing Project proposes to construct a separate bicycle and pedestrian bridge over Highway 17 on Blossom Hill Road between Roberts Road West and Roberts Road East (just south of the existing Blossom Hill Road Bridge) to provide a new Class I facility for bicyclists and pedestrians, and to construct separated bike and ped approach trails on both sides of the new bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SCL230223 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | MTC           | Regional Planning Activities and PPM - Santa Clara | Santa Clara County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SCL170001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL210029 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                            | Not modeled              |
| Santa Clara County | MTC           | SR-237 Adaptive Ramp Metering Implementation       | Santa Clara County: SR-237 from US-101 to I-880 adaptive ramp metering implementation. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL230242 | 25-T06-017 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Santa Clara County | Milpitas      | Main Street Revitalization                         | The scope of work includes design and construction of streetlights and signal improvements along Main Street from Carlo Street to Great Mall Parkway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL250233 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Lighting improvements                                                                                                                      | Not modeled              |
| Santa Clara County | Morgan Hill   | City of Morgan Hill Transit Hub Charging Stations  | The City of Morgan Hill is proposing the installation of a total of fifteen (15) DC Fast Charging (DCFC)/Level 3 ports, ten (10) Level 2 ports, and six (6) micromobility charging bike racks situated on three City-owned parking lots to provide 24-7 access to residents and visitors with a goal of augmenting EV charging opportunities and achieving related environmental benefits.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250251 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Santa Clara County | Morgan Hill   | Monterey Road Traffic, Bicycle, and Pedestrian Imp | The project consists of slurry sealing the roadway, which will include localized pavement repairs and crack sealing for preventative maintenance; new thermoplastic striping for buffered bicycle lanes and green colored pavement treatment enhancements for the existing Class II bicycle facilities at intersections, conflict points, and their approaches; complete sidewalk gap closure improvements from Spring Ave. – Cosmo Ave. and from Watsonville Rd. to John Wilson Way; replace portions of striped center medians with raised concrete medians from Old Monterey Rd – Keystone Ave, from San Pedro Ave - Tennant Ave, and from Vineyard Blvd - Rome Ave; install new curb ramp improvements or upgrade existing curb ramps to current accessibility standards; and provide support bicycle and pedestrian signage.                                                            | SCL230204 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Mountain View | El Camino Real/El Monte/Escuela Intersection Imps  | Removal of the existing slip lane, installation of high visibility crosswalks, Class IV protected bikeways, green dashed conflict zones, and green bike boxes (pending Caltrans approval) and consistent with the City of Mountain View's El Camino Streetscape Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL230213 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| Santa Clara County | Mountain View | Middlefield Road Complete Streets                  | Repaving of Middlefield Road between Moffett Boulevard and Whisman Road and new Class IV protected bikeways, between Moffett Boulevard and Bernardo Avenue, consistent with the City of Mountain View's Bicycle Transportation Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL230212 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Santa Clara County | Mountain View | Moffett Boulevard Complete Streets                 | Repaving and installation of Class II bike lanes and Class IV protected bikeways between Middlefield Road and the northern terminus of Moffett Boulevard (Clark Road), a sidewalk gap closure between Stevens Creek Trail and Leong Drive, and intersection improvements at Moffett Boulevard/State Round 85, pending Caltrans approval consistent with the Mountain View Bicycle Transportation Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL230211 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Santa Clara County | Mountain View | Mountain View - Sterlin Rd Bike-Ped Improvements   | Mountain View: Along Sterlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard: Implement bicycle and pedestrian improvements including a) Class IV protected bike lanes on Shoreline Boulevard south of Middlefield Road to Montecito Avenue, b) traffic calming and pedestrian improvements on Central Avenue and Sterlin Road, including bulbouts, high-visibility crosswalks, pedestrian and street lighting improvements, midblock raised crossing and speed hump, c) green-backed sharrows on Sterlin Road between Windmill Park Lane/Wright Avenue and Washington Street and Class II bike lanes on Sterlin Road slip ramp, d) protected intersection at Shoreline Boulevard/Montecito Avenue- Sterlin Road, and e) Pedestrian activated midblock crossing on Shoreline Boulevard adjacent to the Safeway Shopping Center. | SCL210012 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |

| County             | Sponsor       | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Santa Clara County | Mountain View | Mountain View Mobility Hub Pilot                   | Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car-sharing services, and Mobility Hub branding and way-finding signage                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL210025 | 25-T11-136 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | Mountain View | Mountain View Shoreline Blvd Pathway Improvements  | Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown. Project scope includes removal of the existing pathway, installation of a new ADA-compliant bicycle and pedestrian pathway, curb, gutter, curb ramps, stairs, pathway lighting, landscaping, irrigation, storm drains, and retaining wall. Project also includes acquisition of remnant parcels from County of Santa Clara.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL210027 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | Mountain View | Rengstorff Ave Grade Separation                    | Mountain View: At the intersection of Rengstorff Ave and the Caltrain right-of-way: Grade separate Caltrain at Rengstorff Avenue in Mountain View by lowering Rengstorff Avenue under the Caltrain tracks, constructing a bike/pedestrian bridge over Rengstorff parallel to the Caltrain bridge, and including bike/pedestrian improvements on Rengstorff under Caltrain. There will be no changes to the number of traffic lanes on Rengstorff. Other Local funds are TIF and Business License funds                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL190032 | 25-T11-174 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Santa Clara County | Palo Alto     | Churchill Avenue Grade Separation Project          | Churchill Avenue Grade Separation Project provides for the planning, design, and construction of the grade separation at the existing at grade crossing on Churchill Avenue in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SCL230241 | 25-T11-174 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment                                                                                                                                                     | Not modeled              |
| Santa Clara County | Palo Alto     | Meadow Drive & Charleston Road Grade Separation    | The project provides for the planning, design, and construction of the grade separations at the existing at grade crossings on Meadow Drive and Charleston Road in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL230240 | 25-T11-174 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                                                                                                                               | Not modeled              |
| Santa Clara County | Palo Alto     | Palo Alto School-Community Partnership EV Charging | Purchase and installation of electric vehicle (EV) charging infrastructure, as well as e-bike and e-scooter charging stations, at eight schools within the Palo Alto Unified School District.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL250252 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Santa Clara County | Palo Alto     | Palo Alto SS4A Safety Action Plan                  | Through collaboration with diverse stakeholders, equity analysis, and consideration of low-cost, high-impact strategies citywide, the Palo Alto Safe Streets for All Action Plan will chart a path forward to enhance safety and mobility in Palo Alto. Palo Alto has a high proportion of vulnerable road users, with over 9% of commuters traveling by bike and over 40% of public school students biking to school.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL250201 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Santa Clara County | Palo Alto     | Quarry Road Connection Project                     | The Quarry Road Connection Project will extend Quarry Road to create a direct connection between the Palo Alto Transit Center and El Camino Real (State Route 82) for use exclusively by public buses and shuttles. This project enables the transformation of a currently congested transit center by enhancing public transit efficiency, reducing traffic congestion, and improving safety and convenience for cyclists and pedestrians. The project will create this direct transit connection via an underutilized 0.33-acre portion of the adjacent El Camino Park (see Attachment A), allowing public buses and shuttles to bypass the University Avenue Circle and reduce travel times by an estimated five to eight minutes per trip. In addition to the transit connection, the project includes pedestrian and bicycle upgrades at the Quarry Road/El Camino Real intersection and through El Camino Park to improve safety, access, and connectivity to the broader pedestrian and bicycle network.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL250256 | 25-T11-137 | Exempt (40 CFR 93.127) - Bus terminals and transfer points                                                                                                                                                                | Not modeled              |
| Santa Clara County | Palo Alto     | South Palo Alto Bikeways Demonstration Project     | <p>This project will provide for a "road diet" by improving bikeways and crossings on East Meadow Drive and Fabian Way to reduce conflicts between road users by separating them and enhancing visibility. By removing parking on one side of the street, East Meadow Drive between Alma Street and Waverley Street will gain bike lanes separated by wide buffers and vertical elements or parked vehicles. East Meadow Drive between Waverley Street and Middlefield Road will feature a buffered bike lane on one side and a separated bike lane on the other side with some parking removal. Angled parking near Fairmeadow Elementary School will remain, and a dashed green bike lane will be added in this zone. East Meadow Drive between Middlefield Road and Fabian Way will receive green-painted bike lanes, adding dashed green bike lanes to intersections, high visibility crosswalks, and painted curb extensions with delineators at the intersections of East Meadow Circle/East Meadow Drive and Louis Road/East Meadow Drive.</p> <p>The project converts Fabian Way from four lanes to three lanes (one eastbound, one westbound, and one two-way center left turn lane) between East Charleston Road and East Meadow Drive. This reconfiguration allows for existing bike lanes to upgrade to separated bikeways which will be parking-protected on one side. The existing bike lanes will be extended so that they are contiguous between Federation Way and East Charleston Road. Green bike lane treatments will be provided at driveways and intersections. The existing westbound bike lane on Fabian Way will be separated by a buffer zones and flex bollards while the eastbound bike lane will be separated from the travel lane by on-street parking.</p> | SCL250211 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Santa Clara County | San Jose      | Bay Trail Reach 9 & 9B                             | San Jose: From the existing San Francisco Bay Trail/Highway 237 Bikeway Trail to the Bay Trail designated parking spaces (adjacent to the publicly accessible Marriott Hotel property) design and construct 1.1 miles of commuter/transportation trail with construction and environmental documents to describe the installation of asphalt-concrete pavement, gateway features, signage, striping, interpretive signage, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL050082 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | San Jose      | Better Bikeway San Jose - San Fernando Street      | San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements including bicycle signals, transit boarding islands, and dutch-style protected intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL190029 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | San Jose      | I-880/Montague Expwy. Interchange Improvements     | Improve interchange at I-880/Montague Expressway. construct Partial Clover interchange at I-880 and Montague Expressway, including improvements on Montague. This project will provide complete street improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SCL250205 | 25-T06-048 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | San Jose      | Jackson Ave Complete Streets                       | The Jackson Avenue Complete Streets Project will provide transit, bicycle, and pedestrian enhancements along Jackson Avenue, a multilane corridor that runs parallel to I-680 in East San José. This project will improve safety, travel options, and access for underserved communities. Project may include new signals and intersection channelization                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL230208 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | San Jose      | Montague Expwy/McCarthy Blvd-O'Toole Ave Grade Sep | Eliminate the signalized intersection on Montague Expressway and McCarthy Blvd-O'Toole Ave by creating a grade separated interchange with on and off-ramps making connections between Montague Expressway and the local streets (McCarthy Blvd and O'Toole Ave). Provide full connectivity for bicycles- pedestrians with connections to bus transit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL250235 | 25-T08-114 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | San Jose      | San Fernando Street Mobility Hubs                  | This project will complete the design, environmental clearance, and construction of two small-scale mobility hubs on San Fernando Street in Downtown San José: one Urban District Hub and one Pulse Hub. Each hub includes a long-term secure bike cage, short-term secure bike docks, an e-scooter share corral/docks, and universal electric chargers for all types of personal and shared micro-mobility, including e-bikes/scooters, and e-bikes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL230237 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |



| County             | Sponsor            | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
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| Santa Clara County | San Jose           | San Jose Community EV Charging Access Project      | The project includes planning, design, and installation of 60 Level 2 EV charging ports, 4 DC fast charging (DCFC) ports, and 30 secure e-bike charging ports across six City-owned sites in underserved San Jose neighborhoods that currently lack public charging access.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250254 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Santa Clara County | San Jose           | San Jose Downtown Bikeways - Quick Strike          | San Jose: Various locations in the downtown area (project limits include 3rd St from St. James to Keyes, 4th St from Julian to Reed, San Salvador St from 4th to 10th, 2nd St from Reed to Keyes, and Taylor/Mabury from 21st to Lenfest). Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities. The Downtown Bikeways project will take downtown bikeways from temporary to permanent, adding more robust protection to the downtown bicycle network in San Jose and filling network gaps. This project will build on the success of the Better BikewaySJ project. After 3 years of interim design, the plastic bollard protection shows wear, and is frequently blocked by non-compliant parking and loading vehicles. This project will add surface concrete curbs, which will help keep the lanes clear, and make the street design more understandable for all users. | SCL210016 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | San Jose           | San Jose Pavement Maintenance                      | San Jose: To perform road rehabilitation work, restripe roadways with improved designs, bike improvements, and upgrade non-compliant curb ramps for improved accessibility. Phase one is for locations: Various roadways including - Cherry Av from Almaden Ex to Branham Ln, Fruitdale Av from Bascom Av to Southwest Ex, Lean Av from Blossom Hill Rd to Chynoweth Av, Meridian Av from Camden Av to Blossom Hill Rd, Naglee Av from Forest Av to The Alameda, O'Toole Av from Montague Ex to Brokaw Rd, Piedmont Rd from Landess Av to Penitencia Creek Rd, Pine Av from Hicks Av to Bird Av, Santa Teresa Blvd from Bernal Rd to City Limit (3,000 feet south of Bailey Av), and Zanker Rd from Bering Dr/Remuda Ln to Montague Exp. Phase two has the same scope of work and work will take place on Cherry Avenue from Hillsdale Avenue to Braham Lane.                                                                                                 | SCL170044 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Santa Clara County | San Jose           | San Jose: Los Gatos Creek Reach 5 Underpass        | In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c). Construction documents will cover trail underpasses beneath railway bridge and San Carlos St bridge, ramping system leading to underpasses, development of new paved trail leading to Montgomery Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL110029 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | San Jose           | Signalized Intersections Pedestrian Safety Improve | This project seeks to improve existing traffic signals at 3 signalized intersections in San Jose: Reed & Seventh, First & Virginia, and Dana and Naglee. Improvements include addition of protected left turns, upgrading existing equipment to the latest standards (additional signal heads, accessible pedestrian push button signals, video detection, high visibility back plates, and enhanced street lighting), and intersection redesigns such as "bulb out" corners and protected intersection. These treatments improve safety by eliminating permissive conflicts, upgrading signal visibility and accessibility, and reducing exposure to roadway risks.                                                                                                                                                                                                                                                                                          | SCL230209 | 25-T10-135 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                | Not modeled              |
| Santa Clara County | San Jose           | SJ Advancing Curb Management                       | This project will continue the SMART Stage 1-funded Curb Management Pilot by implementing data-informed curb reallocation, piloting additional technologies, and building a public-facing platform within the San José Downtown Core.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL250255 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                 | Not modeled              |
| Santa Clara County | San Jose           | SR 87/Capitol Expressway/Narvaez Ave. IC Imp       | San Jose: SR 87/Capitol Expressway interchange: Modify the existing interchange with standard northbound on and off ramps that connect directly to Capitol Expressway instead of Narvaez Avenue. Improvements include adding a signalized intersection at Capitol Expressway/northbound Ramps and at Capitol Expressway/Narvaez Avenue with double left turns in each direction between the ramp terminus intersections, and modify sidewalks and bikeways as necessary. Plan Bay Area 2050 RTP ID 21-T06-040                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL210020 | 25-T06-067 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                | Not modeled              |
| Santa Clara County | San Jose           | W San Carlos Urban Village Streets Improvements    | San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements including median islands, ADA curbs ramps, flashing beacons, enhanced crosswalks, curb extensions, green infrastructure, traffic signal modifications and bike racks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL170061 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                               | Not modeled              |
| Santa Clara County | San Jose           | White Road Complete Streets Safety Improvements    | This project will install 3 new traffic signals along the corridor to improve pedestrian accessibility to bus stops, schools, and retail, and reducing one of the longest stretches without a controlled crossing on the corridor from 2700' to 1700'. In addition, this project will improve safety for people walking and biking through protected intersections, new crosswalks, high visibility crosswalks, lane reduction, slip lane removal, and protected bike lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL230207 | 25-T09-134 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                     | Not modeled              |
| Santa Clara County | San Jose           | Willow-Keyes Complete Streets Improvements         | San Jose: Along Willow St from LeLong St to Graham Ave, Graham Ave from Willow St to Sherman St, and Goodyear/Keyes St from Sherman St to 3rd St: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lane, installing sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, catch basin, landscaping, and transit boarding improvements and reconfiguring complex intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL190028 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Santa Clara (City) | Anna Dr Neighborhood Flood Protection              | The project will upsized the existing storm drain system in the Anna Drive neighborhood east of San Tomas Aquino Creek to meet current flood protection requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL230220 | 25-T09-134 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc                                                                                                                 | Not modeled              |
| Santa Clara County | Santa Clara (City) | Central Santa Clara Bicycle and Pedestrian Improve | Construct various bicycle and pedestrian improvements in the central part of the city which could include Class II and Class III bicycle facilities, curb ramps, curb bulb-outs, sidewalks, crosswalks, traffic signals, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, streetlights, fiber optic, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL230205 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Santa Clara (City) | De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes     | Santa Clara: On three corridors (De La Cruz Blvd: Montague Expressway to Trimble Road, Lick Mill Blvd: Tasman Drive to Montague Expressway, and Scott Blvd: Calabazas Creek Trail to Saratoga Avenue): Complete traffic analyses, public outreach, design, and construction of bicycle facilities. The project will enhance safety, improve mobility, and reduce vehicle emissions by implementing high priority bicycle projects identified in the Santa Clara Bicycle Plan Update 2018.                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL230202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Santa Clara (City) | Santa Clara Uncontrolled Crosswalk (Phase 2)       | The project which will implement a combination of pedestrian improvements at uncontrolled crosswalks at the following 13 intersections and additional project locations to be determined: Calle De Primavera/Calle De Escuela, Agnew/Davis, Agnew/Avina Circle, Agnew/Garrity (West), Mission College/Our Lady's Way (south), Walsh / Northwestern Pkwy, Monroe/Quinn, Homestead/Los Olivos, Benton/Curtis, Newhall/Bohannon, Winchester/Tulip, Winchester/Dolores, and Kiely/Mauricia.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL250238 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Santa Clara County | Santa Clara County | County of Santa Clara EV Charging Project          | Install 10 level II and 4 DC fast charging stations at 2 different County facilities. (San Jose: Charcot campus at 2310 N 1st St and our Civic Center campus at 70 W Hedding St.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL250249 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |

| County             | Sponsor            | Project Name                                      | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Santa Clara County | Santa Clara County | Santa Clara Co Circ and Mobility Element Update   | The General Plan Transportation Chapter (Circulation and Mobility Element) was last prepared and adopted in 1995. Since then, there have been significant changes in land use, housing and employment, travel behaviors and preferences, and the types of technologies we have access to today. County Goals and Policies in the existing Transportation Element haven't kept up with our current reality, particularly related to changes in housing, employment, and climate resilience goals. An update of the Circulation and Mobility Element (CME) is needed to revise the county's goals and policies that reflect today's current transportation network. The CME update is also needed to represent the county's future vision for a regional transportation network that aligns with current state environmental and transportation laws, and greenhouse goals. | SCL230222 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Santa Clara County | VTA                | Access Controls & CCTV Capability Expansion       | VTA: In Santa Clara County: Procure and install cameras, access control hardware devices, SANs for video, as well as cabling and network infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL230235 | 25-T11-138 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Santa Clara County | VTA                | ADA Upgrades at Facilities FY26/27                | This project will modify, construct and mitigate ADA non-compliant items at various passenger facilities (including transit centers, park-n-rides and bus stops) and at Administrative and Maintenance, and Operating Facilities to bring facilities up to current code and fully complaint. Sample items for upgrading include parking stalls, striping and signage, ramps, walkways, stairs/steps, restroom facilities, corridors, entrances, doors.                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL250245 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA                | Advanced Warning System Project FY25              | Procure enough Protrans safety devices to deploy an advanced warning system for all work zones to comply with CPUC General Order 175A and have a secondary level of protection for Roadway Workers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL250222 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTA                | Bascom Avenue Complete Street (I-880 to Hamilton) | VTA: In Santa Clara County: Construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.                                                                                                                                                                                                                                                                                                                                                              | SCL230221 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | VTA                | Better Bus Stops Cycle 3                          | Improve 30 of VTA's highest ridership stops following the guidelines of VTA's Transit Passenger Environment Plan. New shelters will support VTA's sustainability plan to use more energy-efficient LED lighting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL250216 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                                                                                                   | Not modeled              |
| Santa Clara County | VTA                | Blossom Hill Station Transit-Oriented Development | At the Blossom Hill LRT Station, VTA will construct a new bus stop with a new 4-way crosswalk across Blossom Hill Road; and a new LRT transit plaza with bikeshare and e-scooter share.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250236 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA                | Bridge Structure Repairs FY26/27                  | Biennial inspection of the VTA Light Rail Bridge and Structure has been completed in accordance with CPUC requirements. The findings indicate that several structures show defects that require further investigation or corrective actions. This project will address the cause and provide an appropriate corrective work necessary to be in compliance with CPUC regulations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL250244 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA                | Bus Wheel Lift Replacement                        | This project will replace the bus lifts in the maintenance bay of Cerone Division Building G by disconnecting, removing and disposing of the existing bus lifts and installing new lifts according to manufacturer specifications.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL250262 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA                | Capital Painting Program                          | This project will include exterior painting for the Guadalupe Light Rail Division Building A and Cerone Bus Division Building C. The Painting Management Program is a long-term preventive maintenance program that extends the useful life of the buildings to keep them in a state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SCL250264 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA                | Capital Paving Program                            | This project will include re-surfacing the main bus yard at Cerone and five (5) Park and Ride lots along the system. Paving maintenance is critical to maintaining all VTA paved assets and keeping them in a state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL250261 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA                | Capital Roof Replacement                          | This project will recover roofs at VTA's Cerone Bus Division Building A and Building D, the expansion area over the Overhaul and Repair Building, Guadalupe Light Rail Division Buildings, D, F, and K, and the installation of various shelter canopies at the Cerone, Chaboya, and North Bus Divisions. Maintaining and routinely replacing roofing structures of all VTA assets is critical to maintaining assets in a state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL250263 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |

| County             | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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|                    |         |                                                    | <p>This project will replace damaged cameras at key locations with high-definition CCTV cameras resulting in enhanced security, surveillance, and incident response capabilities. It will ensure compliance with security standards and regulations, particularly in preparation for the 2026 NSSE (Super Bowl and FIFA).</p> <p>The Scope of Work will include the following project activities:</p> <p>System Assessment and Design: Conduct an assessment of existing CCTV systems, including camera locations and coverage areas, recording equipment and storage capacity, network infrastructure and connectivity, system performance and reliability, develop a detailed system design, including selection of high-quality, high-resolution cameras, design network infrastructure for reliable data transmission, framework of advanced video analytics and recording solutions, integration with existing security systems and control centers.</p> <p>Equipment Procurement and Installation: Procure necessary equipment, including: IP cameras, network video recorders, network switches and cables, power supplies and mounting hardware, video management software, install new CCTV equipment at designated locations, ensuring proper alignment and cable routing, integrate new systems with existing infrastructure, minimizing disruption to operations.</p> <p>System Configuration and Testing: Configure network video recorders and video management system software to optimize recording settings, alerts, and user permissions. Test system functionality, including: Camera resolution and clarity, video analytics accuracy, recording reliability and storage capacity, network connectivity and performance, integration with other security systems</p> <p>System Training and Documentation: Provide comprehensive training to VTA personnel on system operation and maintenance, video analytics tools and features, incident response procedures, emergency protocols, develop detailed system documentation, including user manuals and troubleshooting guides maintenance procedures and schedules.</p> |           |            |                                                                                                                                                                                                                           |                          |
| Santa Clara County | VTA     | CCTV Replacement                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SCL250221 | 25-T10-135 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTA     | Central Bikeway                                    | In the cities of San Jose and Santa Clara and Unincorporated Santa Clara County: Construct a Class IV physically separated bikeway. Its alignment will start at the intersection of El Camino Real (SR 82) and Lawrence Expressway, and run along El Camino Real, The Alameda, Hedding Street, North 10th Street/North 11th Street couplet, Taylor Street, and Mabury Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250207 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | VTA     | Cerone Operations Command and Control Center       | VTA: At Cerone Bus Operating Division: Construct a new Operations Command and Control Center (OCC) Theater that would include Bus and Light Rail Workstations displaying the entire VTA Bus and Light Rail System in real time. The new OCC would support SCADA, Information Technology, and Telecommunications Rooms with staff offices for both the OCC facility and field staff. The new facility would also include a Training Center and Situation Room.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL230203 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771                                                                          | Not modeled              |
| Santa Clara County | VTA     | Counterterrorism Planning, Training, and Exercise  | Develop, implement, and sustain a Counterterrorism Planning, Training, and Exercise Program (CPTPEP) program for VTA and regional partners for multiple 2026 National Security Special Events (NSSEs).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL250217 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |
| Santa Clara County | VTA     | Expand Cerone Bus Yard for Electric Vehicles       | VTA: In San Jose: Define additional modifications and engineering work to expand bus charging capacity at Cerone Bus Yard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL230218 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA     | Expand Chaboya Bus Yard for Electric and Fuel Cell | VTA: In San Jose: Modifications and engineering work required at Chaboya Bus Yard to increase operational efficiency and installation of zero emission bus infrastructure, both electric and hydrogen, as well as servicing of articulated vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL230219 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA     | Expand VTA's North Yard for Electric Bus           | This project will provide the necessary infrastructure and facility upgrades at North Division to comply with the Innovative Clean Transit (ICT) regulation enacted by the California Air Resources Board (CARB), which mandates 100% zero-emission fleets by 2040. Key components include infrastructure and equipment for hydrogen storage and dispensing and bus charging infrastructure. Facility upgrades will include upgrades and replacement of facility elements necessary to safely operate and maintain a mixed-fleet of bus technologies, including diesel-hybrids, battery-electric (BEB), and fuel-cell electric (FCEB) buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL250247 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA     | Facilities Maintenance Equipment Program           | VTA: In Santa Clara County: Replace essential shop and other maintenance equipment that has reached the end of its useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SCL230226 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA     | Fiber Optic Replacement Phase 2 FY26               | This project will replace the fiber optic network along the Tasman West Light Rail line between Whisman Station and Baypointe Station. Tasman West fiber optic was installed in the 1980s, and it has reached its 25 years end of life. The current system consists of 24 strands at maximum capacity, and it requires frequent maintenance. This network is the backbone for all the SCADA and other equipment installed on the line, such as CCTV and signal systems.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SCL250259 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTA     | Fiber Optics Replacement Program                   | VTA: In Santa Clara County: Replace the fiber optic network on Tasman West between Whisman and Baypointe light rail stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL230232 | 25-T11-136 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |

| County             | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Santa Clara County | VTA     | Fire Life Safety Replacement                       | <p>This project will replace and upgrade the fire life safety systems at all VTA's bus facilities (Cerone, Chaboya and North Division) to accommodate safe operations and maintenance of a mixed fleet of bus technologies, including diesel-hybrids, battery-electric (BEB), and fuel-cell electric (FCEB) buses. This will involve enhancing the fire protection capabilities to meet current safety standards and addressing the unique fire hazards associated with emerging energy and fuel technologies, specifically lithium-ion batteries and hydrogen fuel cells.</p> <p>The project will implement, through construction, fire detection and alarm system upgrades by modernizing existing components and installing specialized detection systems. These may include gas sensors for hydrogen, depending on the type of bus repair activity performed in the specific building, and may include addition of thermal detectors for lithium-ion batteries on the mixed fleet of buses. Additionally, the project will implement fire suppression system enhancements, such as modernizing or replacing existing systems to mitigate hazards from emerging energy storage technologies. To achieve this, upgrades or replacement of the fire water distribution system may be necessary or the addition of NFPA-compliant fire pumphouses to meet the required fire suppression standards.</p> | SCL250248 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                                                                                                         | Not modeled              |
| Santa Clara County | VTA     | Gilroy Station Area Plan                           | The Gilroy Station Area Plan will transform Gilroy Station, a future California High-Speed Rail station, into a pivotal regional transportation hub. The Gilroy Station Area Plan will enhance transportation accessibility and infrastructure surrounding the Gilroy Station, located in downtown Gilroy. Through strategic planning and collaboration between VTA, City of Gilroy, Caltrain, California High-Speed Rail Authority (CHSRA), and the community, the Gilroy Station Area Plan aims to ensure seamless integration of California High-Speed Rail (CAHSR), enhancing regional connectivity, increasing ridership, and fostering sustainable growth and economic development within the station area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SCL250229 | 25-T11-136 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Santa Clara County | VTA     | Guadalupe 2nd Entrance                             | VTA: In Santa Clara County: Analyze the feasibility of options and develop a preliminary alignment for the recommended option for a second light rail entrance to the Guadalupe Yard from North First Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL230234 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| Santa Clara County | VTA     | Guadalupe Elevator and Escalator Drainage Improvem | VTA: In San Jose: Install bio-retention filter system for elevator and sump pump drainage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL230233 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA     | Guadalupe Signal Improvements/SCADA System Repl    | VTA: Guadalupe: Improve and rehabilitate signals, replace network switch                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SCL210009 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTA     | Guadalupe Train Wash Replacement                   | Replace wash slab that has deteriorated and does not provide adequate drainage and collection of water for the reclamation and recycling process of the train wash system. In addition, make site improvements for installation of a new roof structure to prevent the mixing of wash water discharges with rainwater.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL250210 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTA     | Homestead Road Safe Routes to School               | Homestead Road is a major east-west corridor that spans from Santa Clara University to Foothill Expressway traversing multi-jurisdictions including unincorporated Santa Clara County, Caltrans and the cities of Santa Clara, Cupertino, Sunnyvale, and Los Altos. This corridor is a local connection for three public schools, including West Valley Elementary School, Cupertino Middle School, and Homestead High School. The project upgrades pedestrian and bicycle infrastructure on Homestead Road between Foothill Expressway and Hollenbeck Avenue/Stelling Road. Improvements include bike paths, separated bike lanes, widened sidewalks, high-visibility crosswalks, curb ramps, and pedestrian and bicycle detection upgrades. This project will make it easier for K-12 students to travel to and from three public schools.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL230228 | 25-T10-135 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | VTA     | Hostetter Turnback                                 | Construct a new turnback at Hostetter Station to enable better transfer operation to the BART connection at Milpitas Light Rail Station. This project will include an additional storage track for light rail vehicles, as well as a new track system connecting the new storage facility to the mainline tracks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SCL250224 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771                                                                          | Not modeled              |
| Santa Clara County | VTA     | Hwy. Transp Operations System/FPI Phase 1 & 2      | Santa Clara County: At various locations: Implement Transportation Operations System/Freeway Performance Initiative projects which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, and operations and maintenance of ITS infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL190003 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| Santa Clara County | VTA     | I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge | San Jose: On I-280 between SR 87 and Los Gatos Creek Bridge: Construct soundwalls. Ambient noise level decibels affecting pre-existing residential areas adjacent to I-280 in accordance with Streets and Highways Code Section 215.5 on I-280.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL170064 | 25-T01-002 | Exempt (40 CFR 93.126) - Other - Noise attenuation                                                                                                                                                                        | Not modeled              |

| County             | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Santa Clara County | VTa     | I-280/Winchester Blvd Interchange Improvement      | San Jose: I-280/Winchester Interchange: Construct new off-ramp from northbound I-280 would connect to Winchester Boulevard via Tisch Way. The new off-ramp would diverge from the current northbound I-280 off-ramp to Stevens Creek Boulevard run parallel to northbound I-280 separated by a concrete barrier. The existing northbound SR17 to northbound I-280 loop ramp conflicts with the proposed new off-ramp from northbound I-280 to Winchester Boulevard. Therefore, the loop ramp would be removed and replaced with a new northbound SR17 to northbound I-280 direct connector ramp. The connector ramp would diverge from the existing northbound SR17 to southbound I-280 connector ramp and would flyover the I-280/I-880/SR17 interchange. The existing Monroe POC over I-280 conflicts with the proposed northbound I-280 off-ramp to Winchester Boulevard and does not meet current ADA standards. It would, therefore, be removed and replaced with a new POC that meets current ADA standards. The project limits are between post mile (PM) 4.50 and 5.30 on I-280, from PM 0.00 to 0.50 on I-880, and from PM 13.30 to 13.90 on State Route 17 (SR17) in Santa Clara County, California. | SCL150014 | 25-T06-028 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | I-280/Wolfe Road Interchange Improvement           | Cupertino: I-280 at Wolfe Rd interchange: Replace existing overcrossing structure, modify existing on-ramps and off-ramps, modify existing local street intersections and upgrade bicycle and pedestrian facilities, construction auxiliary lanes, retaining walls, and soundwalls as needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL190011 | 25-T06-018 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | Light Rail Station Rehabilitation FY24-FY25        | VTa: In Santa Clara County: Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL230231 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTa     | Light Rail Station Rehabilitation FY26             | Project will provide rehabilitation and repair of maintenance issues outlined in the condition assessment for various light rail stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL250243 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTa     | Mobility Management and Assistance Program         | Expand VTA's Mobility Management and Assistance Program (MMAP) to improve transportation access for equity priority communities in Santa Clara County. In addition, MMAP will offer travel training and create outreach materials to enhance user independence, accessibility, and community awareness.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL250213 | 25-T08-090 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |
| Santa Clara County | VTa     | Modifications for ZEBs                             | This project will upgrade the Chaboya Bus Division Building B Maintenance Training Center to enhance resilience and safety for ZEB operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL250226 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTa     | Monterey Road Transit Lane                         | VTa: In San Jose: Implement a road diet and install a dedicated bus lanes and protected bicycle lanes on Monterey Road in San Jose from the intersection with Keyes Rd/1st St to Ford Rd to improve transit travel times while improving safety for all modes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SCL230216 | 25-T11-137 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Santa Clara County | VTa     | N 1st/Tasman EB Track Switch Mod - TSP Enhancement | San Jose: At the Champion station In the vicinity of the North First St and Tasman Dr intersection: Modify the eastbound trackway circuit to trigger the eastbound transit signal priority (TSP) service calls earlier with the goal of reducing delays for eastbound light rail vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL210030 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTa     | Non-Vasona Pedestrian Gates                        | This project will install automatic pedestrian back gates, swing gates, railing at several VTA light Rail crossings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL250220 | 25-T10-135 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTa     | Palo Alto Avenue Grade Separation Project          | The project provides for the planning, design, and construction of the grade separations at the existing at-grade crossings on Palo Alto Avenue/Alma Street along the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL250206 | 25-T11-174 | Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment                                                                                                                                                     | Not modeled              |
| Santa Clara County | VTa     | Rail Replacement and Rehabilitation FY26           | This project is part of an on-going program to ensure the light rail track infrastructure is safe, reliable and in an enhanced state of good repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL250260 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way                                                                               | Not modeled              |
| Santa Clara County | VTa     | Replace (27) Paratransit Vehicles with New Cutaway | This project will replace existing fleet units that have exceeded their FTA-defined useful life of 4 years and/or 100,000 miles, resulting in increased downtime, higher maintenance costs, and reduced service reliability. Each vehicle will be equipped with a wheelchair lift/ ramp, securement systems that meet ADA requirements, in-vehicle technology including a public announcement system, and agency graphics to meet revenue service requirements. The vehicles will have a modified floorplan to accommodate up to 10 occupants including operator, 3 WC & 2AM or 6AM with a side-mounted lift with a capacity of at least 1000lbs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL250253 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| Santa Clara County | VTa     | Replace Fault Monitoring System on LRVs            | This project will upgrade the existing Fault Monitoring System (FMS) network equipment for the light rail vehicle fleet to replace obsolete FMS network equipment that is no longer supported by the Original Equipment Manufacturer (OEM).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL250227 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTa     | Replace Obsolete Bus Shelters                      | Replace 35 bus shelters (20-years old or greater) and improve site conditions. Replacing obsolete shelters enhances customer safety and security, improves the customer experience, increases accessibility, increases ridership, keeps the system in a state of good repair, improves operating cost efficiency, and improves environmental sustainability.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250215 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks                                                                                                                   | Not modeled              |
| Santa Clara County | VTa     | Replace two (2) hi-rail and crew trucks for LRT    | This project will purchase 2 crew trucks with hi-rail gear. Depending on funding, an additional hi-rail gear crew truck and 2 crew trucks without hi-rail gear may be purchased to replace the current aging fleet of non-revenue vehicles that have reached the end of their useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL250218 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                                                                                                      | Not modeled              |
| Santa Clara County | VTa     | Safety Enhancements at Grade Crossings             | VTa: In Santa Clara County: Install pedestrian gates at several crossings along the light rail corridors, including automatic pedestrian gates, swing gates and railings, minor civil improvements, and related signal modifications as necessary.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL230230 | 25-T11-174 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Santa Clara County | VTa     | San Carlos / Woz Way TSP                           | Relocate the TSP (traffic signal priority) detector for westbound light rail vehicles at the Woz Way/San Carlos intersection, to trigger the service call earlier and reduce delays for westbound light rail vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL250241 | 25-T11-137 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |

| County             | Sponsor | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Santa Clara County | VTa     | Signal Improvements - Tasman East Design 2         | The project will prepare Tasman East for future improvements and for greater resiliency.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SCL250240 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTa     | Spooky Knoll Trail Project                         | <p>The project proposes to improve an existing 1.25 mile long road/trail and construct a new 1.0 mile trail to MROSD trail standards for a multi-use trail. The Proposed work will include the following:</p> <ol style="list-style-type: none"> <li>1. Brush Clearing</li> <li>2. Realign 150 ft of trail to avoid sensitive species</li> <li>3. Replace at least one existing undersized watercourse culvert with a new culvert</li> <li>4. Upgrade at least three existing earth ford crossings to rock fords</li> <li>5. Maintain and clean at least seven existing earth ford crossings</li> <li>6. Road to trail conversion by pulling back perched and unstable fill material to narrow the trail to a 5 to 6 ft width</li> <li>7. Upgrade trail drainage by installing reverse grade dips at 150 to 200 foot spacings</li> <li>8. Construct approximately one mile of new trail at a four-foot width</li> <li>9. Construct up to two new trail bridges (approx. 40 foot span)</li> <li>10. Connect the trail to the proposed Highway 17 Bay Area Ridge Trail Overcrossing Structure linking the Spooky Knoll Trail to Los Gatos Creek Trail and the broader Bay Area Ridge Trail</li> </ol> | SCL250209 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | VTa     | SR 237 Westbound On-Ramp at Middlefield Rd.        | Mountain View: Along Middlefield Rd from Logue Dr to 400 feet south of the eastbound SR 237 off-ramp: Improve traffic operations and enhance safety and implement Complete Streets improvements coordinated with other City of Mountain View improvements for enhanced bicycle and pedestrian access                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SCL230001 | 25-T06-069 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | SR 237/Lawrence Expressway/Carribean Dr IC Imp     | Sunnyvale: SR-237/Lawrence Expressway/Carribean Dr Interchange: Modify interchanges to relieve congestion and improve traffic operations including modifying on and off ramps, upgrading local roadways to current standards, enhancing roadway safety, and implementing Complete Street element and improving bicycle/pedestrian connectivity. Plan Bay Area 2050 : 21-T06-043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL210019 | 25-T06-018 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | SR-17 Bike/Ped Trail and Wildlife Crossing         | Santa Clara County: SR-17 South of Los Gatos: Construct a separate Highway 17 wildlife undercrossing at a top roadkill hotspot on the eastern slope of the Santa Cruz Mountains, up to 5.4 miles of related directional fencing, and a multi-use regional trail overcrossing to close a gap in the planned 550-mile Bay Area Ridge Trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL210028 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Santa Clara County | VTa     | Trackway Anti-trespass Paneling Project FY25       | This project will install anti-trespass panels along critical sections of trackway to prevent unauthorized access and mitigate accidents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL250214 | 25-T11-136 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                                                                          | Not modeled              |
| Santa Clara County | VTa     | Traction Power Substation Replacement - Phase 4    | This project consists of removal and replacement of seven existing traction power substations (TPSS) and the exterior platforms that have reached their end of life. Five substations #18, #19, #20, #21, #22, are on Tasman West, and #23 on Tasman East and #11 is on Guadalupe's Lick Spur.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SCL250242 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTa     | Transit Center Park and Ride and Bus Stop Rehab    | VTa: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots as outlined in VTA's condition assessment, as well as rehabilitate and improve various bus stops.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL230225 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Santa Clara County | VTa     | Upgrade Obsolete Ticket Vending Machine Parts      | Upgrade VTA's 159 Ventek light rail ticket vending machines (TVMs) by replacing obsolete parts (bill acceptor, bill vault, printer, and screen) that are difficult to maintain leading to downtime and lost revenue. Upgraded functioning TVMs are necessary for the upcoming Super Bowl and World Cup in 2026.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL250219 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                                                                          | Not modeled              |
| Santa Clara County | VTa     | US 101/Ellis Street Interchange Improvement        | Mountain View: US 101/Ellis Street Interchange Modify: Modify interchange. Plan Bay Area 2050 RTP TIP 21-T06-028                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL210021 | 25-T06-060 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | US 101/San Antonio Rd/Charleston/Rengstorff IC Imp | Mountain View and Palo Alto: Reconstruct interchanges along US 101 at San Antonio Road and Rengstorff Avenue to provide full access, safer travelling conditions, new Complete Street facilities, and overcrossing structures that meet current vertical clearance standards. A southbound auxiliary lane will also be provided between the 2 reconstructed interchanges.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL190012 | 25-T06-059 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | US 101/SR 152/10th Ramp and Intersection Imp.      | Gilroy: US-101/SR-152/10th St Interchange: Widen the existing bridge, modify existing on- and off-ramp. upgrade local roadways to current standards to improve local circulation. Implement "Complete Streets" element" to improve bicycle and pedestrian connectivity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL210002 | 25-T06-061 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | US 101/SR 25 Interchange - Phase 1                 | Unincorporated southern Santa Clara County south of Gilroy: at the US 101 and SR 25 interchange: Reconstruct the interchange at a location just north of the existing interchange. The improvements would include a new, widened bridge to convey SR 25 over US 101. It would also improve ramps for all traffic movements between US 101 and SR 25. The proposed phase 1 work at the reconstructed US 101/SR 25 interchange would include a minor realignment of SR 25 to a location just north of the existing SR 25, connecting to the current alignment of SR 25 at just west of the Union Pacific Railroad (UPRR) crossing, which is the limit of work on SR 25. New traffic signals would be installed at the northbound and southbound ramp termini with SR 25.                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL190013 | 25-T06-018 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Santa Clara County | VTa     | US101/Monterey Road Wildlife Crossings             | On US 101 and Monterey Road in the City of San José: Construct wildlife crossing structures on US 101 and Monterey Rd along with associated wildlife fencing, jump outs, treatment of intersecting roads and supporting features.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SCL250228 | 25-T09-134 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Santa Clara County | VTa     | Video Management System (VMS)                      | Optimize VTA's CCTV system performance and security by identifying and addressing gaps, prioritizing improvements, and implementing solutions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SCL250225 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Santa Clara County | VTa     | VTA Cybersecurity                                  | Procurement of advanced hardware, software, professional services, and implementation to secure VTA's Enterprise, BSV Phase II, and SCADA networks, which form part of the agency's critical transportation infrastructure. In compliance with TSA Security Directive 1582-21-01, this project fortifies cyber resilience across operational technology (OT), Internet of Things (IoT) devices, and business systems. It addresses a broad spectrum of threats—including ransomware, insider threats, state-sponsored attacks, and disruptions targeting industrial control systems—ensuring the confidentiality, integrity, and availability of essential transit operations. By enhancing network monitoring, threat detection, and incident response, the project safeguards operational continuity, protecting employees, customers, and the public from potentially severe service disruptions and safety risks.                                                                                                                                                                                                                                                                               | SCL250246 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                                                                                                         | Not modeled              |

| County             | Sponsor   | Project Name                                      | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TIP ID    | RTP ID     | Air Quality Description                                                                                                                       | Conformity Analysis Year |
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| Santa Clara County | VTa       | VTa Rail Substation Rehab/Replacement             | VTa: Light Rail System. Replacement of Traction Power Substation (TPSS) #11 located near Ohlone / Lick Spur and TPSS along Tasman West and Tasman East lines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL210006 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                               | Not modeled              |
| Santa Clara County | VTa       | VTa Track Intrusion Abatement                     | VTa: Various locations along trackway: Take steps to prevent track intrusion into light rail trackway at intersections and locations currently subject to trespassing. Planned improvements include installation of fencing, barriers, signage, flashing signs, and pavement markings at locations identified and approved by VTA's Safety Committee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL150008 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way   | Not modeled              |
| Santa Clara County | VTa       | VTa: Facilities ADA Upgrades                      | VTa: Various passenger facilities systemwide including Transit Centers at Eastridge Paratransit, Eastridge, Gilroy, and Palo Alto Park & Ride Lots at Morgan Hill Caltrain, San Martin, Santa Teresa, and Tamien and Bus Stops at 581 locations: Modify and upgrade ADA non-compliant items to bring them into compliance with current ADA codes. Sample items for upgrading include parking stalls, striping and signage, ramps, walkways, stairs, restroom facilities, corridors, entrances, doors, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL190039 | 25-T01-005 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |
| Santa Clara County | VTa       | VTa: HVAC Replacement                             | VTa: At various facilities system-wide: Replace heating, ventilation and cooling equipment including four rooftop units at Guadalupe Division, two rooftop units at Chaboya Division, five rooftop units at Cerone Division, ten rooftop units at River Oaks Division. New equipment will be integrated into Energy Management System (EMS).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SCL190026 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                             | Not modeled              |
| Santa Clara County | VTa       | VTa: Light Rail Bridge and Structure - SG Repair  | VTa: Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL110099 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way   | Not modeled              |
| Santa Clara County | VTa       | VTa: Non-Revenue Vehicle Procurement              | VTa: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life. This ongoing program schedules the acquisition of Non-Revenue Vehicles to replace existing units that have high mileage, have had a history of mechanical failures, or have been decommissioned because of mechanical failures which were not cost-effective to repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SCL170047 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles                                                                          | Not modeled              |
| Santa Clara County | VTa       | VTa: Paratransit Vehicle Procurement              | VTa: Paratransit Fleet: Procure vehicles and associated equipment for paratransit services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SCL170005 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| Santa Clara County | VTa       | VTa: Rail Replacement Program                     | VTa: Rail Replacement Program throughout the Light Rail system (no rail expansion).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL050002 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way   | Not modeled              |
| Santa Clara County | VTa       | VTa: Security Enhancement at Chaboya Parking Lot  | VTa: At the Chaboya Bus Yard: Security enhancements including rehabilitation and replacement of CCTV system and guard shack improvements at the Chaboya bus yard parking lot.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL210008 | 25-T01-005 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |
| Santa Clara County | VTa       | VTa: Standard and Small Bus Replacement           | VTa: Fleetwide: Standard and Small Bus Replacement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCL050001 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |
| Santa Clara County | Saratoga  | Blue Hills Elementary Pedestrian Crossing at UPRR | Saratoga: Parallel to Fredericksburg Dr and Guava Ct and the Union Pacific Railroad Vasona Branch: Reopen and construct an at-grade bike/ped crossing connecting Fredericksburg Dr. and Guava Ct, which provides pedestrian connectivity to Lido Way. The project proposes to construct a 10-foot wide walkway over the UPRR Vasona Branch tracks within the existing 20-foot wide City access easement. An ADA-Compliant landing will be provided at both ends and center of the track for pedestrians. The new crossing will utilize the CPUC standard flashing light signal assembly systems with automatic gates, UPRR track panels, standard 12 ft UPRR right-of-way gates, and Peninsula Corridor Joint Powers Board (Caltrain) standard swing gates and guard railing. At four mitigation Sites (Glen Brae Drive, Cox Ave, Saratoga-Sunnyvale Rd, Arroyo de Arguello): Implement mitigation measures required by UPRR and CPUC at existing crossings in Saratoga. Various meetings, including field diagnostics were performed to discuss and identify necessary upgrades at four crossings city wide which will include the following upgrades: New signage and striping improvements, maintenance gate installation, new fencing, and new improved pedestrian pathway crossing UPRR crossing. | SCL210018 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Saratoga  | Citywide Master Plan for Bikeways and Sidewalks   | This project proposes to create a master plan for bikeways and sidewalks in the City of Saratoga. The master plan will identify and prioritize locations for new bikeways and sidewalks and opportunities for gap closure. This project will improve safety for bicyclists and pedestrians by identifying locations throughout the City where new or improved bikeways and sidewalks can be installed. The master plan will also prioritize areas with safety concerns and important gap closure opportunities to improve connectivity and usability of the existing routes within the City. Additionally, Plans, Specifications, and Estimates (PS&E) packages will be developed based on the priorities identified in the master plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SCL230224 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                               | Not modeled              |
| Santa Clara County | Saratoga  | Saratoga Safe Routes to School Needs/Masterplan   | This project implements the Safe Routes to School (SRTS) Masterplan and the SRTS Need Assessment CIP. Improves pedestrian and student safety around schools.<br><br>The Safe Routes to School Traffic Safety Phase 1 Improvements project includes designs at seven intersections in Saratoga near schools that are ready for implementation and installation. The following are the seven intersections: Quito Road and Sobey Road, Scotland Drive and Saratoga Creek Trail, Shadow Oaks and Montauk Drive, Herriman Ave and Camino Rico/ Beaumont Avenue, Aloha Avenue and Forrest Hills Drive, Oaks Street and Komina Avenue, and Oak Street and St Charles/6th Street.<br><br>The project scope of work includes pedestrian and bicycle paths and intersections within a quarter mile to one-half of a mile leading to the various schools in Saratoga. The traffic calming improvements include striping, installment of high-visibility crosswalks, rectangular rapid flashing beacons (RRFB), signage, berms, curb ramps and extensions, and radar feedback signs.                                                                                                                                                                                                                              | SCL250239 | 25-T10-135 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Saratoga  | Village to Hakone Gardens Walkway Project         | This project will create a walkway along State Route 9 from downtown Saratoga, "Saratoga Village," to Saratoga's traditional Japanese garden, Hakone Gardens. The walkway will require a soldier pile retaining wall along the PCC sidewalk for the first 350 feet. The remaining 450 LF of walkway will be constructed from asphalt concrete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SCL250202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Sunnyvale | Bernardo Avenue Bicycle Underpass                 | Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass. Bernardo Avenue is a two lane collector roadway that is located in the western portion of the City of Sunnyvale. It stretches from Homestead Road in the south near Cupertino and Middlefield Road in the north near Mountain View. It serves as a major north-south tri-city bicycle route, however there is a break in the roadway at Evelyn Avenue due to the Caltrain Railroad tracks. In 2004, the Bernardo Avenue Bicycle Underpass Feasibility Study Report was published, and the City of Sunnyvale is now seeking to continue the process toward constructing a bicycle underpass on Bernardo Avenue at Evelyn Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SCL170020 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Sunnyvale | City of Sunnyvale Stevens Creek Trail Extension   | Extension of Stevens Creek Trail (Class 1 bike and ped facility) in Sunnyvale from Remington Drive to Fremont Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL230236 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |

| County             | Sponsor     | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                       | Conformity Analysis Year |
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| Santa Clara County | Sunnyvale   | Pedestrian and SRTS Imps in SNAIL and Braly Corner | Pedestrian and Safe Routes to School improvements at 3 intersections in SNAIL & Braly Corners neighborhoods. Intersections are Gail Ave/Gladiola Dr by Braly Elementary School, Borregas Ave/Hemlock Ave, and Borregas Ave/Duane Ave near Columbia Middle School. The improvements will include high visibility crosswalks, signing and roadway messages, enhanced crossing improvements at 2 locations, curb extensions/reduced curb radius to reduce pedestrian crossing distances and to reduce turning vehicle speeds at 2 intersections. Project will also study possible implementation of Green Stormwater Infrastructure at Braly location.                                                                                                                                                                                                                                                                                                                                                                                                                              | SCL230229 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Sunnyvale   | Peery Park "Sense of Place" Improvements           | Sunnyvale: In Peery Park Specific Area on Potrero Avenue from Maude Avenue to Central Expwy: Install sidewalks, pedestrian improvements, crosswalk improvements, ADA compliant curb ramps and possible curb extensions to reduce pedestrian crossing distances.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SCL170023 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Sunnyvale   | Poplar Avenue Sidewalk Construction Project        | The project will construct sidewalk where there is currently none on the east side of Poplar Avenue and fill in the sidewalk gap on both sides of Bryant Way east of Poplar Avenue. The project will also install ADA compliant curb ramps with curb extension at the intersection of Poplar Avenue and Bryant Way, and high visibility crosswalk crossing Bryant Way at Poplar Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SCL250232 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Santa Clara County | Sunnyvale   | Sunnyvale Avenue/California Avenue Traffic Signal  | Replace existing signal equipment and install ADA curb ramps.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SCL250231 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Solano County      | Benicia     | East Fifth Street PDA - Affordable Housing Streets | The City of Benicia owns a vacant piece of land in the Eastern Gateway neighborhood that it intends to sell for the purpose of affordable housing development. This property has two street frontages and the City owns significant excess right of way on both frontages. This project would include development of the right of way into 12-foot-wide sidewalks, angled and parallel parking, pedestrian bulb-outs, tree planting areas, bike racks, parking/crosswalk striping, curbs and gutters. These improvements would model those recently implemented under Mixed Use Infill (MUI) zoning objective standards in the Benicia Municipal Code (BMC).                                                                                                                                                                                                                                                                                                                                                                                                                     | SOL230202 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Solano County      | Caltrans    | Rio Vista SR12 Pavement Rehab and Intersection Imp | Solano County: SR12 from Currie Rd to the County Line: Rehabilitate roadway Rio Vista: At SR12/Church Rd. Intersection: Improve safety and operational efficiency. Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SOL150003 | 25-T01-004 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                 | Not modeled              |
| Solano County      | Caltrans    | Solano WB I-80 Cordelia Truck Scales               | Project would redesign and relocate the existing truck scales facility approximately 0.7-mile east of its current location, and construct modifications to on- and off-ramps to relieve congestion near the facility due to vehicle queuing. The Project would include 150,000 square feet less paved footprint than the existing facility while maintaining the same operational capacity. The on- and off-ramp improvements would provide simplified direct access to and from the new truck scales facility while eliminating any queuing onto I-80 which occurs now on a regular basis, reducing congestion/conflicts between trucks re-entering I-80 and cars exiting towards southbound I-680. The Project would also realign and widen the westbound State Route (SR) 12 East (E) connection to I-80 to three lanes to provide standard connector geometry.                                                                                                                                                                                                               | SOL190025 | 25-T08-089 | Exempt (40 CFR 93.127) - Truck size and weight inspection stations                                                                            | Not modeled              |
| Solano County      | Dixon       | Parkway Blvd/UPRR Grade Separation                 | Dixon: Parkway Blvd from Valley Glen Drive to Pitt School Road: Construct a grade-separated overcrossing of the Union Pacific Railroad (UPRR) corridor and S. Porter Road and permanently close the at-grade railroad crossing on Pitt School Road about 2,000 feet southwest of the new grade separation. Scope of work for the project also includes, undergrounding of utilities, drainage improvements, barricades and fencing for the at-grade closure, and roadway approach construction. The grade separated overcrossing provides a new safe rail crossing for motorized vehicles, bicyclists, and pedestrians and improves response and travel times for emergency service providers.                                                                                                                                                                                                                                                                                                                                                                                   | SOL050009 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                                                   | Not modeled              |
| Solano County      | Fairfield   | Downtown Streetscape (Phase 2)                     | Phase 2 of the project will complete the final leg of the Complete Street vision for Texas Street. The proposed scope of work includes ADA compliant curb ramps, high visibility cross walk enhancements, intersection improvements, new pavement, refreshed striping, redesign curb returns to reduce vehicle curb impacts and new landscaping to increase pedestrian visibility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SOL250211 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                  | Not modeled              |
| Solano County      | Fairfield   | East Tabor and Tolenas Sidewalks                   | In Fairfield:On East Tabor Street construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the sidewalk gap. Project also includes minimal roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised traffic striping to add class 2 bike lane, and improvements as needed for bikes to use the new pedestrian crossing across the railroad tracks. On Tolenas Avenue (east side) the sidewalk will be widened from 4 feet to 6 feet, minimum. Non-participating work includes costs to modify an existing private property access and parking lot to facilitate the new sidewalk installation alignment adjacent to UPRR right-of-way.                                                                                                                                                                                                                                                                                                                        | SOL230206 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Solano County      | Fairfield   | Fairfield - Cadenasso Drive Paving                 | Fairfield: On Cadenasso Dr from west of Magellan Road to Beck Ave: Pavement preservation including using hot mix asphalt, ADA Ramp Upgrades, adjusting utilities to grade (manholes, valve boxes, monuments), add striping/pavement markings. There will also be an additive bid alternate (with local funds) for 2.5 inch mill and overlay w/fabric for Auto Mall Pkwy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SOL210001 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                  | Not modeled              |
| Solano County      | Fairfield   | Fairfield West Texas Street Complete Streets       | Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet. The corridor is a primary route of local and regional significance, providing access to key community destinations including a major transit hub, downtown, a park, government services, and schools. As a Class II bike route, bicyclists share the curb lane of the 5 lane roadway with fast-moving traffic. Sidewalks are narrow and not buffered from the roadway pedestrians often cross at unmarked and unsafe locations because there are too few marked crossings. Although facilities for walking and biking exist, they are insufficient. This proposed road diet will reduce lanes for motorist and upgrade facilities for bicyclist and pedestrians. Class II bike routes will be upgraded to Class IV separated bikeways and a landscaped street buffer will be installed marked crossings will be added and a raised center median will be constructed. | SOL210009 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |
| Solano County      | Fairfield   | Grange Middle School SR2S and PavementPreservation | Fairfield: On E. Tabor Ave between Dover Ave and Clay Bank Rd, and on Sunset Ave between E. Tabor and Travis Blvd: Implement pedestrian & bicycle safety improvements and pavement maintenance improvements including the installation of colored and stamped crosswalks, the installation of rapid flashing beacons, traffic signal modifications, the replacement of striping to enhance the visibility of pedestrian and bicycle crossing, replacement of ADA accessible curb ramps, the asphalt concrete in each intersection and median islands to enhance the safety of the crossings, and the installation of concrete curb extensions. On E. Tabor Ave between Dover Ave and Kingfisher Way: cape seal treatment. On E. Tabor Ave between Kingfisher Way and Clay Bank Rd: mill and overlay pavement. On Sunset Ave between E. Tabor Ave and Travis Blvd: cape seal treatment.                                                                                                                                                                                           | SOL170010 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                | Not modeled              |
| Solano County      | Fairfield   | Linear Park Node 4 Safe Routes to School Improveme | Complete construction of Linear Park Node 4 to include widening of the existing eight foot wide Class I off-street pathway to twelve feet, installation of pathway lighting & security cameras, and landscaping. Other State funds are AB178 state budget earmarks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SOL230205 | 25-T10-135 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Solano County      | Fairfield   | Travis Safe Routes to School and Transit           | The project would install a mixture of Class I, Class III and Class IV trails connecting the Fairfield-Vacaville Hannigan Train Station with three schools and Travis Air Force Base. The path of the new trail encompasses the Train Station South Portal to the Markeley Lane-Viking Lane intersection (Class I temporary trail), Markeley Lane (Class IV), De Ronde Drive (Class IV), intersects Forbes Street, parallels the storm drain channel (Class I), Air Base Parkway (Class I) and Parker Road (Class III). Proposed improvements include lighting, camera system, wayfinding signage, storm water LID, and potentially seating areas if funding allows. The project would not require future construction to fully utilize design capabilities.                                                                                                                                                                                                                                                                                                                     | SOL230203 | 25-T10-135 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                      | Not modeled              |
| Solano County      | F-S Transit | Fairfield - Bus Fleet and Infrastructure           | Fairfield: Systemwide: Purchase diesel and diesel-electric hybrid buses. Purchase property at 1336 Woolner Drive and make improvements to create a modern vehicle maintenance facility suitable for transit vehicle maintenance.<br><br>Project will use a combination of local, state, and federal funding sources.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SOL190003 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | Not modeled              |



| County        | Sponsor       | Project Name                                      | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Solano County | F-S Transit   | Route Planning Restoration                        | FAST will use FTA Route Planning Restoration funds to conduct a study evaluating the recent introduction of Microtransit service, restructured local fixed routes, and comingling of ADA paratransit and microtransit service. The study will be used to implement possible service adjustments that will increase ridership and reduce travel times, while maintaining or expanding the total level of vehicle revenue miles of service and make service adjustments to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities.                                                                                                                                                                                                           | SOL250202 | 25-T11-137 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Solano County | MTC           | Regional Planning Activities and PPM - Solano     | Solano County: County-wide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SOL170001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SOL210008 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |
| Solano County | MTC           | Solano I-80 Adaptive Ramp Metering Implementation | I-80 Adaptive Ramp Metering Implementation in Solano County, from PM 4.0 to PM 29. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SOL250209 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                                                                      | Not modeled              |
| Solano County | Solano County | Benicia Road Complete Streets Phase 2             | In the City of Vallejo, on Benicia Road, from the intersection of 9th Street to the intersection of Starr Avenue, which is located within 1.4 miles of downtown Vallejo in the Starr Subdivision, this project modernizes a relinquished highway by incorporating a road diet and improving conditions for bicyclists, pedestrians, and transit riders.                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SOL250207 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Solano County | Solano County | Farm to Market Phase 4                            | Farm to Market Phase 4 is a multi-modal project that connects the City of Fairfield to the Suisun Valley PCA. The project includes Class II bike lanes, ADA improvements: including sidewalk, curb ramps, and crosswalks, upgraded signage and striping, and community beautification of one of Suisun Valley's main entrances at Rockville Corners.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SOL250208 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Solano County | Solano County | Lake Solano Pavement Rehabilitation               | Upgrade campsites, increasing wildfire sustainability and protection assets and improve parking and pathways to restrooms to meet Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SOL250206 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Solano County | Solano County | Solano 360 Transit Center Phase 1                 | Construct a Rideshare Parking lot as the first phase of the Transit/North Parking Center which will serve as a bus hub within Solano 360 with access to the County fair, and local & regional transit stops. Amenities include exterior lighting, EV charging stations, vegetated medians, and perimeter fencing. A 2-lane roadway with left turn lane, parkway landscaping, and sidewalk & bike lanes will connect from the rest of the site to the south of Sage Street. Install a transit shelter with lighting and benches on Sage for local transit Rte. 5. Enhanced crossings will connect to Regional Transit at the Highway 37 on-ramps stops.                                                                                                                                                        | SOL230204 | 25-T11-137 | Exempt (40 CFR 93.127) - Bus terminals and transfer points                                                                                                                                                                | Not modeled              |
| Solano County | Solano County | Stevenson Bridge Rehab Bridge No. 23C0092         | BRIDGE NO. 23C0092, STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO LINE. Bridge rehabilitation. No adding lane capacity.<br><br>Stevenson Bridge Road Bridge over Putah Creek at Solano/Yolo County Line. Bridge rehabilitation, a seismic retrofit, scour counter measures, treat and re-finish deck concrete, and re-align south bridge approach (no added lane capacity).                                                                                                                                                                                                                                                                                                                                                                                                                                   | SOL250205 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                        | Not modeled              |
| Solano County | Solano County | Suisun Valley Bicycle and Pedestrian Imps         | Project was separated out from the HBP Group Listing VAR170012<br><br>Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Fairfield City Limit) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road).                                                                                                                                                                                                                                                            | SOL130007 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Solano County | STA           | Bike Trail Pedestrian Improvements                | Bike Trail Pedestrian Improvements at three (3) trail crossings, Arlene Drive west of Arlene Way; Brianwood Drive south of Florence Drive; and Fruitvale Road between Ridgewood Drive and Parkridge Drive: Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SOL230207 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Solano County | STA           | I-80/I-680/SR 12 Interchange Phase 2A             | Solano County: I-80/I-680/SR-12 Interchange: Complete the construction of the I-80 connection to SR 12W that was started with the Construction Package 1. The existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.                                                                                 | SOL190024 | 25-T06-018 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Solano County | STA           | Solano Connected Mobility Implementation Plan     | Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SOL210006 | 25-T11-137 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                                                                           | Not modeled              |
| Solano County | STA           | Solano Mobility Call Center                       | Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SOL170009 | 25-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                                                                          | Not modeled              |
| Solano County | STA           | Solano Regional Transit Improvements - TIRCP 2020 | STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan) At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St | SOL190023 | 25-T11-137 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                                                                           | Not modeled              |
| Solano County | STA           | Solano Safe Routes to School Program              | Solano County: Countywide: Education & Encouragement events, includingBicycle Rodeo Equipment & Education Materials, Walk & Roll Encouragement events, marketing, walking school bus program, and program coordination through a Solano County Public Health/STA Partnership.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SOL110019 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Solano County | STA           | SolanoExpress Bus Electrification                 | Solano County: Countywide: Purchase electric over-the-road coaches for long-haul SolanoExpress routes. Original specs called for 13 electric buses, since costs have risen, the amount of buses purchases might be fewer than originally proposed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SOL190002 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Solano County | SolTrans      | Door Access System                                | The Door Access System will update prior technology to improve door access security of the Curtola Transit Center, Vallejo Transit Center and the Sereno Transit Center all located in Vallejo, CA. The current door access systems have limited function to staff and are outdated which pose risks to security. By updating the door access system, it will consolidate each current system into one door access system managed by IT and Operations staff which will promptly identify security issues and replace lost or damaged door entry ID's by limiting door functions.                                                                                                                                                                                                                             | SOL250204 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |

| County        | Sponsor     | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
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| Solano County | SoITrans    | Shop Equipment                                     | Project will replace the vehicle lifts as it is product end-of-life and purchase jack stands to support the lifts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SOL250203 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities                                                                                                         | Not modeled              |
| Solano County | SoITrans    | SoITrans: Bus Replacement                          | SoITrans: Replace vehicles as they reach useful life. Additionally, fund bus chargers, facility and vehicle support equipment, data access tools, workforce development, and project management.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SOL090034 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Solano County | Suisun City | New Railroad Avenue Pavement Rehabilitation        | Suisun City: Railroad Ave from Sunset Ave to Birchwood Ct: Rehabilitate roadway on eastbound lanes. Railroad Ave from Sunset Ave to Marina Blvd: Restripe existing Class 2 bicycle lanes on both sides of street, including buffer depending on road width. Work scope will include AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting frames and grates, replacing pavement markings/stripping, upgrading curb ramps, and replacing damaged curbs adjacent to pavement to be rehabilitated.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SOL170014 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Solano County | Suisun City | Park N Ride Parking Lot EV Station Installation    | The goal of the Project is to install four (4) solar-powered level 2 dual port EV charging stations for a total of eight (8) new EV charging ports at the City's Park N Ride Parking Lot. No electrical underground work is proposed, the project consists of purchasing easy-to-install or ready-to-use solar EV charging stations, battery upgrade, emergency power panel, grid connection option, remote monitoring and management system, annual operation and maintenance plan, warranty, and pavement restoration as needed for a smooth and level placement of the charging station bases for compliance with ADA requirements.                                                                                                                                                                                                                                                                                                                                                             | SOL230208 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                                              | Not modeled              |
| Solano County | Vacaville   | Mapping, Wayfinding & Real-time Arrival Signage    | Replace and add mapping & wayfinding materials consistent with MTC's mapping & wayfinding project such as bus stop signs, schedules, and maps. Adding real-time arrival signage at various transit hubs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SOL250210 | 25-T02-009 | Exempt (40 CFR 93.126) - Other - Directional and informational signs                                                                                                                                                      | Not modeled              |
| Solano County | Vacaville   | Vaca Valley/I505 Multimodal Improvements           | Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements. The project limits are east of the north I-505 ramps and west of E Monte Vista Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SOL170013 | 25-T06-029 | Exempt (40 CFR 93.127) - Intersection channelization projects                                                                                                                                                             | Not modeled              |
| Solano County | Vacaville   | Vacaville Pavement Preservation                    | Vacaville: Various Streets and Roads including Merchant St from I-80 to Camelia Way, Alamo Dr from Butcher Rd to Edgewood Dr, Alamo Dr from Buck Ave to West Monte Vista Ave, West Monte Vista from Alamo Dr to Orchard Ave, and Fruitvale from Orchard Ave to City Limits: Pavement preservation including resurface pavement, stripe, ADA improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SOL210002 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Solano County | Vacaville   | Vacaville: Transit Building Expansion              | Vacaville: Transit building: Construct addition to existing Transit building, adding offices and storage areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SOL210005 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Solano County | Vallejo     | Sacramento Street Road Diet - Phase II             | This project will deliver a road diet on Sacramento Street between Tennessee and Frisbee Streets. The road diet will reduce the travel lanes from 4 lanes to 2 lanes with a center turn lane and add buffered bikes lanes in both directions. The project will also bring all curb ramps along this stretch into compliance with high visibility crosswalks and slurry seal the roadway to preserve the pavement and create a blank canvas for the restriping of the roadway including red curbs and bus boxes at the Soltrans bus stops along this stretch. The Project includes the PE, Environmental Compliance (CE expected), and Construction phases. Cross-section of future street layout is attached. Phase I will construct these same facilities on Sacramento Street between Tennessee and Capitol Street and phase III will connect to the Bay Trail/Vine Trail at SR37. These are all high priority projects in the county ATP.                                                       | SOL230201 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Solano County | Vallejo     | Vallejo Bluff Trail Project                        | Project proposes constructing 1.97 miles of Class I bike/ped path along SR29 under I80 between Sequoia Ave. and Sequoia Ave (east and west of I80) and another leg of the trail up the bluff above I80 and the Carquinez Bridge connecting into the local street network in the Glen Cove Neighborhood at Clearview Drive. Project includes PE, ROW, PS&E, and Construction phases.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SOL250201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Solano County | Vallejo     | Vallejo Springs Rd Pavement Preservation           | Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications. This project is part of an exchange of federal funds (OBAG2-SSM) from SOL170008.                                                                                                                                                                                                                                               | SOL210010 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Sonoma County | Cotati      | Cotati Downtown-Civic Center Connectivity Safety   | Cotati: Various locations in Downtown and Civic Center: Pavement preservation and bicycle and pedestrian safety improvements. The Project rehabilitates La Plaza (inner hub street) and West Sierra Avenue and includes striping for a class 3 bike lane with buffer hatching and green bike paint at the intersections, and enhanced pedestrian crossings. The Project enhances connectivity of the City's centrally located La Plaza park and Downtown to the Community Demonstration Farm and Civic Center by repaving and restriping La Plaza and West Sierra Avenue to calm traffic and provide safe bicycle and pedestrian routes. The Project also enhances access of these points of interest from the Cotati train station and bus stations and to the west of town via the East School Street tunnel underneath Highway 101. The Civic Center includes a Community Demonstration Farm, Community Center, City Hall, Police Station, and park with baseball fields and basketball courts. | SON210002 | 25-T10-135 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Sonoma County | Cotati      | Highway 116/West Cotati Avenue Intersection Safety | The Project proposes improvements to State Route 116 to provide road safety and traffic management including additional turn lanes, bike and pedestrian facilities, and a raised median from Redwood Drive to approximately 500 feet west of Alder Avenue. The Project includes the realignment of W. Cotati Ave., signalization, addition of dedicated turn lanes, construction of a Class 1 bike and pedestrian path and associated pedestrian/bike safety upgrades.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SON250202 | 25-T08-093 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Sonoma County | Healdsburg  | Healdsburg Avenue Complete Streets Improvements    | Healdsburg: On Healdsburg Ave from Powell Ave to the Foss Creek Bridge 1/4 mile south of Passalacqua Rd: Construct complete streets improvements for all modes of travel including pedestrians, bicyclists, motorist, transit riders including reducing travel lanes from 5 to 3, adding bikes lanes, bus turn-outs, street parking, lighting, landscaping, LID, sidewalks, ped ramps, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SON170024 | 25-T09-134 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                                            | Not modeled              |
| Sonoma County | Healdsburg  | Healdsburg: Grove Street Neighborhood Plan Imp     | Grove Street from Grant Street to Dry Creek Avenue in the City of Healdsburg adding curb, gutter, and sidewalk where missing to create continuous ADA compliant walkways. Includes connection and improvements to two public transit stops, LID water quality features, shade trees, and traffic calming measures. This segment of Grove Street runs parallel to a Class 1 bike facility, the Foss Creek Pathway, and has access points at both ends of the project and one in the middle. The design process will consider "share the lane" legends, bike box for left turn onto pathway and/or if Class 2 bike lanes are warranted of feasible based on R/W. Likely to include pavement overlay or seal coat.                                                                                                                                                                                                                                                                                    | SON230205 | 25-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | MTC         | Regional Planning Activities and PPM - Sonoma      | Sonoma County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SON170002                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SON210007 | 25_T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                                         | Not modeled              |

| County        | Sponsor               | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                                                   | Conformity Analysis Year |
|---------------|-----------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Sonoma County | Petaluma              | Petaluma River Trail                               | The Petaluma River Trail is part of a larger regional vision for active transportation, connecting to and sharing alignments with the Great Redwood Trail/SMART Trail, Bay Area Ridge Trail, Bay Trail, and proposed Petaluma-Sebastopol Trail. Planned improvements include a paved multi-use trail with natural surface shoulders, viewing and seating areas, lighting, wayfinding, educational signage, and other trail amenities. The next phase of the project will focus on a key 0.5-mile gap between Soto/Bautista Way and the Petaluma Marina. Petaluma is divided by US-101 and an active railroad, both of which have limited crossing opportunities, especially for people traveling by foot and bike. This section of River Trail would create a new car-free connection that crosses underneath both facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                   | SON250201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | Petaluma              | Petaluma: (6) 40' Battery Electric Buses           | Petaluma: Purchase six (6) Battery Electric 40' vehicles to replace Fixed Route Diesel buses that have expended their useful lives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SON230208 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Sonoma County | Petaluma              | Petaluma: Transit Yard & Facilities Improvements   | Petaluma: Transit Yard and Facility; Improvements to the Transit Yard and Facility to enhance security and maintain a state of good repair, including pavement repair and upgrades, video surveillance system, office security, yard lighting, ADA access improvements, and fence replacement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SON170005 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | Not modeled              |
| Sonoma County | Rohnert Park          | Hwy. 101 Bike/Ped Overcrossing at Copeland Creek   | New Class 1 bicycle/pedestrian bridge spanning 850 -1000 feet in length crossing over the US 101 freeway. Project includes environmental document, preliminary engineering, design/PS&E and construction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SON230204 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | Santa Rosa            | Downtown Connectivity to Support Housing Density   | This project includes traffic and transit circulation, pavement, and multi-modal improvements needed to accommodate job and housing growth in the City core. Improving the pavement surface will provide increased ride quality in the travel lanes as well as the bike lanes which is a benefit for Transit, emergency responders, scooters, cyclists, and the motoring public.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SON230206 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |
| Sonoma County | Santa Rosa            | Highway 101 Bicycle and Pedestrian Overcrossing    | Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge, which includes a 16-foot wide structure over the highway and accessible ramps                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SON170012 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | Santa Rosa            | Highway 101 Hearn Avenue Multi-Use Pathway and Pav | This project will 1) install a Class I separated multi-use pathway along the South side of Hearn Avenue, connecting the existing SMART multi-use pathway at the western project limits with a planned multi-use pathway on the Hearn Avenue freeway overcrossing at the Eastern project limits, 2) install a sidewalk along the North side of Hearn Avenue where there are gaps, and 3) rehabilitate pavement on Hearn Avenue. Following pavement rehabilitation, vehicle lanes will be narrowed and shifted to provide a westbound Class II bike lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SON230203 | 25-T01-004 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | Santa Rosa            | Jennings Ave Bike-Ped RR Crossing Corridor         | Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing. An at grade crossing at this location would be designed to be ADA compliant and would include to the best available practices in the industry to provide appropriate warning devices in compliance with federal and State regulations. It would include gate arms, gate arm skirts, bells, and lights that are activated when a train is approaching. The crossing would include exit swing gates and channelizing fencing as well as path connectivity to the SMART multi-use path on the east side of the rail alignment. and develop a Safe Routes to School service program focusing on education and awareness for the Helen Lehman Elementary School                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SON150003 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | Santa Rosa            | Santa Rosa Southeast Greenway                      | The Santa Rosa Southeast Greenway is a transformational local, and regionally significant, park and open space project to convert a two-mile long abandoned highway right-of-way into a new linear parkway with a continuous shared use path in the heart of Santa Rosa. In addition to providing a continuous, paved pathway with multiple neighborhood access points, the vision for the 47-acre project site includes a variety of park and open space amenities such as community gardens and orchards, play areas, picnic and gathering areas, and off-leash dog parks, various other active and passive recreational amenities. The preferred layout and mix of elements, and alignment of the shared use path will be determined through a community outreach and master planning process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SON250203 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                                                  | Not modeled              |
| Sonoma County | Santa Rosa            | US 101 Hearn Ave Interchange                       | Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-aligned ramps to US 101.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SON150006 | 25-T06-108 | Exempt (40 CFR 93.127) - Interchange reconfiguration projects                                                                                                                                                             | Not modeled              |
| Sonoma County | Santa Rosa City Bus   | Santa Rosa CityBus: Bus Replacement                | Santa Rosa CityBus: Replace aged local transit buses at the end of useful life and install any required supporting infrastructure. FY17 award will support replacing 2 buses, FY18 award will support replacing 2 buses, FY21 award will support replacing 6 buses, FY23 award will support replacing 6-13 buses and supporting infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SON170026 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Sonoma County | Sonoma County Transit | Sonoma County Transit: 40' Bus Replacement         | Replace 40' buses that have reached the end of their useful life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SON250204 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                                                             | Not modeled              |
| Sonoma County | SCTA                  | Highway 116/121 Intersection Improvement Project   | Sonoma County: Southwest of the City of Sonoma at the intersection of State Routes 116, and 121, and Bonneau Road: Improve intersection of State Routes 116 (PM 46.5/46.8) and 121 (PM 6.5/R7.0), and Bonneau Road. Project proposes to reduce congestion at intersection by installing either a roundabout or traffic signal. Other components of project would remove right turn lane, relocate park and ride lot, possibly relocate bus stops and enhance mobility for pedestrians and bicycles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SON150009 | 25-T08-093 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                                                  | Not modeled              |
| Sonoma County | SCTA                  | Sonoma County - County-Wide SRTS Program           | Implement an ongoing Safety and Education Program in schools in Sonoma County, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SON170009 | 25-EN9-185 | Exempt (40 CFR 93.126) - Other - Grants for training and research programs                                                                                                                                                | Not modeled              |
| Sonoma County | SCTA                  | SR 121 at 8th Street East Intersection Improvement | The proposed project would provide intersection improvements to address high commute volumes that result in insufficient gaps for left turns in and out of 8th St. E., inducing significant motorist delay and increased safety challenges. Additionally, the current intersection's lack of multi-modal facilities acts as a barrier for pedestrians, cyclists and other non-motorized users. Two alternatives are currently proposed: 1- construct a traffic signal at the subject intersection. This alternative would also construct Class II bike lanes and sidewalks along Route 121 and a Class I shared use path along 8th Street East and construct high visibility crossings and accessible pedestrian signals at the project intersection; 2- construct a modern roundabout at the subject intersection. This alternative would also construct Class II bike lanes along the approach roadways. At the intersection, this project would construct Class I shared use paths along 8th St. East and construct high visibility crossings with pedestrian refuges at all crossings.                                                                                                                                                                       | SON230209 | 25-T01-002 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                                                  | Not modeled              |
| Sonoma County | Sebastopol            | Bodega Avenue Bike Lanes and Pavement Rehab        | Sebastopol: On Bodega Ave between Pleasant Hill Ave and Jewell Ave: Add approximately 0.7 miles of Class II bike lanes On Bodega Ave between Pleasant Hill Ave and High St: Rehabilitate pavement. Included are new sidewalks to effect several sidewalk gap closures, plus a section of shoulder repair to ensure sufficient pavement width. There are also planned safety improvements to 5 intersections including crosswalk enhancements. The project is located on Bodega Avenue which provides east-west transportation connections through the City of Sebastopol. The State Route 12 - Bodega Avenue corridor is the primary route connecting the City of Sebastopol with Santa Rosa and eastern Sonoma county to the east and Bodega Bay and the coastal western Sonoma County to the west. Bodega Avenue is designated as an arterial. Within the City, Bodega Avenue is primarily a three-lane road or two lanes with parking. At its eastern end near South Main Street, the Bodega Avenue carries approximately 12,600 vehicles per day. Project will be phased to match available funding. Phase 1 consists of project improvements from High Street to Nelson Way. Phase 2 consists of project improvements from Nelson Way to Pleasant Hill Ave. | SON170021 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                                              | Not modeled              |

| County               | Sponsor                      | Project Name                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                                          | Conformity Analysis Year |
|----------------------|------------------------------|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Sonoma County        | Sonoma County                | Crocker Bridge Bike and Pedestrian Passage         | Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility. The new Class I facility would remove a significant active transit barrier for two disadvantaged neighborhoods and provide a direct multi-modal transportation connection to essential services and industries including, but not limited to, public schools, employment center, transit, postal service, performing arts, repair and maintenance, food services, retail merchants, and health care. Additional improvements associated with the project include new ADA compliant pedestrian ramps and supplemental bike lane signing and striping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SON170014 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                         | Not modeled              |
| Sonoma County        | Sonoma County                | Replace Hauser Bridge over Gualala River 20C0240   | In Sonoma: Bridge No.20C0240,Hauser Road Bridge over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SON110025 | 25-T01-006 | Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature                                                                                   | Not modeled              |
| Sonoma County        | Sonoma County                | Todd Road and Standish Avenue Intersection Improve | The project will install a traffic signal at the intersection of Todd Road and Standish Avenue/Ghiolotti Avenue where Ghiolotti Avenue will be realigned to make a 4-way intersection. The project includes installation of ADA compliant curb ramps, sidewalk extensions to make an existing bus stop more accessible and installation of Class II bicycle lanes on Todd Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SON230202 | 25-T01-004 | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections                                                                                                         | Not modeled              |
| Sonoma County        | Sonoma County Regional Parks | Sonoma County - West County Trail Gap Closures     | Sonoma County: West County Trail at a 0.20 gap along Green Valley Rd and a 0.90-mile gap Occidental Rd: Construct Class I bike path segments to close gaps in the trail. The two Class I bike path segments will parallel Green Valley Road and Occidental Road. The construction work includes the following: earthwork, 8 feet wide asphalt pavement for the trail, drainage improvements, signage, and striping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SON230001 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                         | Not modeled              |
| Sonoma County        | Windsor                      | Downtown Bike/Ped US 101 Crossing - Underpass Wide | US 101 runs north-south through the center of Windsor. With only three crossing locations along the three-mile corridor, the highway limits access between the eastern and western sections of the Town; the interchange at Old Redwood Highway, is heavily traveled and challenging for pedestrians and bicyclists. The Town proposes to improve active transportation facilities through the existing US 101 underpass by widening the space under US 101. The project proposes to widen the space under the US 101 using Caltrans Standard retaining walls and adding Class I paths with separated pedestrian and bicycle facilities, including two-way bike-only paths and widened sidewalks. Improvements also include new lighting, landscaping, color and artwork.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SON230201 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                                         | Not modeled              |
| Various/Multi-County | ACTC                         | I-680 Express Lane Striping and Signing            | The project will modify striping and signage to transition the existing I-680 southbound express lane to a High-Occupancy Vehicle (HOV) lane. Improvements include modifications to existing express lane signage, addition of new signage, pavement striping modifications, and removal of unused toll infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | VAR250210 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Pavement marking                                                                                                                                               | Not modeled              |
| Various/Multi-County | BART                         | Electric Vehicle Charging at BART Stations         | Install approximately 1,200 Level-2 charging ports at various BART stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | VAR230207 | 25-EN8-184 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)                     | Not modeled              |
| Various/Multi-County | Caltrain                     | Caltrain Grade Crossing Improvements               | The Grade Crossing Improvements program includes the coordination, planning, design and delivery of at-grade safety, security, mobility and operational enhancement projects at existing at-grade crossings in San Francisco, San Mateo and Santa Clara Counties. This program aims at delivering immediate benefits for rail service and local communities by improving safety for all users, including vehicles, bicyclists, pedestrians, and Caltrain passengers. The projects delivered as part of the program include, but are not limited to, the deployment of rapid improvements such as intrusion detection, solar lane markers, delineators, and pavement markings, as well as other improvements such as lighting, drainage improvements, quad gates, queue mitigations, etc. Caltrain has assessed all existing at-grade crossings using evaluation criteria related to existing safety conditions including rail incidents and street incidents within 250 feet of the crossings, and prioritized work for 41 crossings on Caltrain right-of-way. This scope will support work at multiple crossings, in alignment with the program's priorities and local funding availability. The scope also includes priorities reassessment activities and administration of the program. | VAR250204 | 25-T11-174 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                                                                                                      | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Bridge Rehab and Reconstruction - SHOPP        | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | VAR170010 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                               | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR) Projects. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | VAR170012 | 25-T01-003 | Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                               | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Emergency Repair - SHOPP Emergency Response    | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | VAR170008 | 25-T01-002 | Exempt (40 CFR 93.126) - Other - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Fed Lands Highways Pgm-Tribal Transport Pgm    | SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Safer non-Federal-aid system roads, Shoulder improvements, Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian Facilities.<br>TTIP and FLH projects are included as an appendix.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | VAR210002 | 25-T01-004 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                     | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Highway Safety Improvement Program             | GL: Safety Imprv - Highway Safety Improvement Program: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | VAR170002 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Highway Safety Improvement Program implementation                                                                                                              | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.  | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | VAR170006 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                     | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | VAR170004 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                     | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: PROTECT Planning Studies                       | Bay Area: Various Location: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C. Other State funds are PTA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | VAR230201 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C                                                                                                | Not modeled              |
| Various/Multi-County | Caltrans                     | GL: Pvmnt Resurf/Rehab State Hwy Sys - SHOPP Minor | GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | VAR190001 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation                                                                                                                     | Not modeled              |

| County               | Sponsor  | Project Name                                      | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TIP ID    | RTP ID     | Air Quality Description                                                                                                                                                      | Conformity Analysis Year |
|----------------------|----------|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Various/Multi-County | Caltrans | GL: Railroad-Highway Crossing                     | GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR 93.126 Exempt Tables 2 categories - Railroad/highway crossing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | VAR170017 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing                                                                                                                  | Not modeled              |
| Various/Multi-County | Caltrans | GL: Recreational Trails Program                   | Grouped Listing: Regionwide: Projects with US Recreational Grant Program Funds. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | VAR190009 | 25-T09-134 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Various/Multi-County | Caltrans | GL: Safety Improvements - SHOPP Mandates          | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers                                                                                                                                                                                                                                                                                | VAR170009 | 25-T01-002 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Various/Multi-County | Caltrans | GL: Safety Improvements - SHOPP Mobility Program  | SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers                                                                                                                                                                                                                                                                               | VAR170005 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Various/Multi-County | Caltrans | GL: Safety Imprv. - SHOPP Collision Reduction     | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers                                                                                                                                                                                                                                                                                | VAR170007 | 25-T01-002 | Exempt (40 CFR 93.126) - Safety - Guardrails, median barriers, crash cushions                                                                                                | Not modeled              |
| Various/Multi-County | Caltrans | GL: Shoulder Imprv - SHOPP Roadside Preservation  | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | VAR170011 | 25-T01-002 | Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc                                                                                                                 | Not modeled              |
| Various/Multi-County | GGBHTD   | GGBHTD - Zero Emissions Bus Replacement           | Purchase of twenty-three zero emission buses to replace existing diesel engine buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | VAR230209 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet                                | Not modeled              |
| Various/Multi-County | GGBHTD   | GGBHTD ZEB Infrastructure                         | GGBHTD: In San Rafael: Design, Purchase and Installation of ZEB Infrastructure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | VAR230203 | 25-T01-007 | Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems                                                              | Not modeled              |
| Various/Multi-County | MTC      | Bay Bridge Forward Preliminary Engineering        | SF Bay Area: Various bridge corridors and corridor approaches: Conduct preliminary engineering and planning studies to advance Bay Bridge Forward projects into delivery. Project include, but not limited to transit priority projects (near-term, Blue Ribbon accelerated actions, and mid-term improvements), high occupancy vehicle lane strategies and policies, integrated bridge corridor operations and dynamic transit routing, technology and operational improvements, active transportation, bike share, commuter parking, first and last mile solutions, and other multi-modal/demand management/pricing strategies.                                                                                                                                                   | VAR210007 | 25-T06-017 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                                                              | Not modeled              |
| Various/Multi-County | MTC      | BBF I-80 Localized Transit/HOV Strategies         | As part of the Bay Bridge Forward 2020 program, the project proposes to implement transit signal priority and HOV preferential lane improvements at various interchange locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4. The project also includes additional traffic signal upgrades to improve intersection efficiency and reduce overall delay (including transit delay), such as adaptive traffic signal control; necessary detection, communication, and firmware upgrades; and signal performance measures.                                                                                                                                                                                                                      | VAR250208 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Various/Multi-County | MTC      | BBF: I-80 HOV Lane Access Restrictions            | The Project proposes to evaluate and implement access restrictions along the existing HOV lanes on the I-80 corridor between the San Francisco Oakland Bay Bridge and the Carquinez Bridge. The project proposes to designate some segments of the HOV lane as restricted, using double white lines to indicate that it is illegal to enter and exit the lane. The purpose of access restrictions is to improve the operations of the HOV lane.                                                                                                                                                                                                                                                                                                                                     | VAR250206 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Pavement marking                                                                                                                           | Not modeled              |
| Various/Multi-County | MTC      | Bike Share Capital Program                        | SF Bay Area: Regionwide: Coordinate planning, outreach, policy and information sharing for bikeshare and micromobility programs. Fremont, Richmond, and Marin and Sonoma Counties, along the SMART Corridor: Various Locations: Implement bike sharing. Richmond will receive \$1,024,000, Fremont will receive \$659,000 and SCTA/TAM will receive \$826,000. MTC will receive \$75,000 to administer the grant.                                                                                                                                                                                                                                                                                                                                                                   | VAR170024 | 25-EN9-185 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Various/Multi-County | MTC      | Dumbarton Bike Access Improvements                | The project focuses on delivering bicycle access improvements to encourage safe bicycling and support modes of transportation across the SR 84–Dumbarton Bridge–Bayfront Expressway corridor. It aims to improve safety and connectivity for bicyclists by completing critical gaps in the existing bike network, signage, and intersection crossings.                                                                                                                                                                                                                                                                                                                                                                                                                              | VAR250203 | 25-T06-017 | Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities                                                                                                     | Not modeled              |
| Various/Multi-County | MTC      | GL: Bus Accelerated Infrastructure Delivery       | The Bus Accelerated Infrastructure Delivery (BusAID) effort serves to fund the delivery of near-term (quick-build) transit priority projects in "hotspot" locations throughout the Bay Area. The intent is to maximize travel time savings and service reliability improvements for the most people as quickly as possible, while centering populations that depend on transit the most.                                                                                                                                                                                                                                                                                                                                                                                            | VAR230208 | 25-T11-137 | Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | Not modeled              |
| Various/Multi-County | MTC      | GL: FTA 5311 Rural Area FY21-FY26                 | GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | VAR210001 | 25-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                             | Not modeled              |
| Various/Multi-County | MTC      | GL: FTA Section 5310 Program FY20 - FY26          | SF Bay Area: Region-Wide: Enhanced Mobility for Seniors and Persons with Disabilities Program Lump Sum Listing. Project include Vehicle replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | VAR210201 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                             | Not modeled              |
| Various/Multi-County | MTC      | GL: Lifeline Transportation Program Cycle 5 and 6 | SF Bay Area: Region-wide: 5307 Lifeline set-aside from FY17 and FY18 Large and Small UA. Various 5307 Lifeline projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt Table 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | VAR170025 | 25-T01-001 | Exempt (40 CFR 93.127) - Bus terminals and transfer points                                                                                                                   | Not modeled              |
| Various/Multi-County | MTC      | GL: Transit ADA Operating Support                 | SF Bay Area: Region-wide: Transit ADA operating support                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | VAR210003 | 25-T02-010 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                             | Not modeled              |
| Various/Multi-County | MTC      | GL: Transit Operating Assistance                  | GL - SF Bay Area: Region-wide: Transit Operating Assistance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | VAR190006 | 25-T01-001 | Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies                                                                                             | Not modeled              |
| Various/Multi-County | MTC      | GL: Transit Preventive Maintenance                | GL - SF Bay Area: Region-wide: Transit Preventive Maintenance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | VAR190007 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles                                                                                                   | Not modeled              |
| Various/Multi-County | MTC      | I-880 Optimized Corridor Operations               | Alameda and Santa Clara Counties: Along the I-880 corridor: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The I-880 corridor serves an integral role in the Bay Area transportation network by connecting Alameda County and Santa Clara County/Silicon Valley. The goal of this project is to develop and implement strategies to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterials. | VAR210008 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |
| Various/Multi-County | MTC      | Marin-Sonoma US 101 Adaptive Ramp Metering        | US 101 Adaptive Ramp Metering Implementation in Marin County and Sonoma County. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                            | VAR250202 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                                                         | Not modeled              |

| County               | Sponsor | Project Name                                     | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TIP ID    | RTP ID     | Air Quality Description                                                                                                                     | Conformity Analysis Year |
|----------------------|---------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Various/Multi-County | MTC     | Mobility Hubs-Parking Management Planning and TA | The goal of the Mobility Hubs and Parking Management Planning programs are to assist jurisdictions, transit agencies and county transportation agencies in developing a hub plans or parking management plans. Jurisdictions, transit agencies and county transportation agencies are eligible to receive planning grants through a competitive process. MTC anticipates recommending grant awards to the Commission for approval in June 2023. In addition, for the Mobility Hubs and Parking Management capital projects, MTC will provide design and evaluation technical assistance to help project sponsors meet the objectives of the program.                                                                 | VAR230204 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                             | Not modeled              |
| Various/Multi-County | MTC     | Priority Production Area Pilot Program           | SF Bay Area: Regionwide: Planning Assistance to support infrastructure investments, policies, or programs to improve the performance of Priority Production Areas, clusters of industrial businesses well-served by the region's goods movement network. The goal is to fund comprehensive planning and technical assistance in Priority Production Areas that will result in increased economic development investments and protection from competing land uses.                                                                                                                                                                                                                                                    | VAR230205 | 25-T08-091 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                             | Not modeled              |
| Various/Multi-County | MTC     | Safe Streets for All (SS4A) - Planning & Demo    | SS4A Planning and Demonstration Activities. The "Enhancing Support for Safety in the Bay Area" project will enhance the Bay Area's existing Comprehensive Safety Action Plan with in-depth safety plans for key regional corridors. The project will also enhance partner access to data through our BAYVIZ data tool and develop a technical support bench and safety toolbox for partners. This will be a phased grant.                                                                                                                                                                                                                                                                                            | VAR250205 | 25-T10-135 | Exempt (40 CFR 93.126) - Other - Planning and technical studies                                                                             | Not modeled              |
| Various/Multi-County | MTC     | SM&SCL US 101 Optimized Corridor Operations      | Along the US 101 corridor in San Mateo and Santa Clara Counties: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The US 101 corridor serves an integral role in the Bay Area transportation network. The goal of this project is to develop and implement strategies to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterial | VAR250207 | 25-T06-017 | Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects                        | Not modeled              |
| Various/Multi-County | SMART   | SMART Fiscal Year 2025 5337 State of Good Repair | SMART's Federal Fiscal Year 2025 Federal Transit Administration 5337 State of Good Repair Program includes Revenue Vehicle Maintenance and Overhauls, Maintenance of Way/Track, Bridges and Train Control Systems. SMART is the public owner and operator of the rail and pathway system and has full responsibility for keeping the civil track/bridges, rail systems and fleet in a State of Good Repair.                                                                                                                                                                                                                                                                                                          | VAR250201 | 25-T01-005 | Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way | Not modeled              |

## Appendix E. Transportation Control Measures

The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP. For more information on the completed TCMs 1-28, see the Transportation-Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002). This report can be found in the MTC-ABAG Library.

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

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

## Approved TCMs in the SIP

Table 10. Original TCMs from 1982 Bay Area Air Quality Plan

| TCM                       | Description                                                                                                                                                                   |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TCM 1</b>              | Reaffirm Commitment to 28% Transit Ridership Increase Between 1978 and 1983                                                                                                   |
| <b>TCM 2</b>              | Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987 |
| <b>TCM 3</b>              | Seek to Expand and Improve Public Transit Beyond Committed Levels                                                                                                             |
| <b>TCM 4</b>              | High Occupancy Vehicle (HOV) Lanes and Ramp Metering                                                                                                                          |
| <b>TCM 5</b>              | Support RIDES Efforts                                                                                                                                                         |
| <b>TCM 6<sup>1</sup></b>  | Continue Efforts to Obtain Funding to Support Long Range Transit Improvements                                                                                                 |
| <b>TCM 7</b>              | Preferential Parking                                                                                                                                                          |
| <b>TCM 8</b>              | Shared Use Park and Ride Lots                                                                                                                                                 |
| <b>TCM 9</b>              | Expand Commute Alternatives Program                                                                                                                                           |
| <b>TCM 10</b>             | Information Program for Local Governments                                                                                                                                     |
| <b>TCM 11<sup>2</sup></b> | Gasoline Conservation Awareness Program (GasCAP)                                                                                                                              |
| <b>TCM 12<sup>2</sup></b> | Santa Clara County Commuter Transportation Program                                                                                                                            |

Table 11. Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)

| TCM                       | Description                                              |
|---------------------------|----------------------------------------------------------|
| <b>TCM 13</b>             | Increase Bridge Tolls to \$1.00 on All Bridges           |
| <b>TCM 14</b>             | Bay Bridge Surcharge of \$1.00                           |
| <b>TCM 15</b>             | Increase State Gas Tax by 9 Cents                        |
| <b>TCM 16<sup>1</sup></b> | Implement MTC Resolution 1876, Revised — New Rail Starts |
| <b>TCM 17</b>             | Continue Post-Earthquake Transit Services                |
| <b>TCM 18</b>             | Sacramento-Bay Area Amtrak Service                       |
| <b>TCM 19</b>             | Upgrade Caltrain Service                                 |
| <b>TCM 20</b>             | Regional HOV System Plan                                 |
| <b>TCM 21</b>             | Regional Transit Coordination                            |
| <b>TCM 22</b>             | Expand Regional Transit Connection Ticket Distribution   |
| <b>TCM 23</b>             | Employer Audits                                          |
| <b>TCM 24</b>             | Expand Signal Timing Program to New Cities               |
| <b>TCM 25</b>             | Maintain Existing Signal Timing Programs                 |
| <b>TCM 26</b>             | Incident Management on Bay Area Freeways                 |



|               |                                                           |
|---------------|-----------------------------------------------------------|
| <b>TCM 27</b> | Update MTC Guidance on Development of Local TSM Programs  |
| <b>TCM 28</b> | Local Transportation Systems Management (TSM) Initiatives |

Table 12. New TCMs in 2001 Ozone Attainment Plan

| TCM          | Description                            |
|--------------|----------------------------------------|
| <b>TCM A</b> | Regional Express Bus Program           |
| <b>TCM B</b> | Bicycle/Pedestrian Program             |
| <b>TCM C</b> | Transportation for Livable Communities |
| <b>TCM D</b> | Expansion of Freeway Service Patrol    |
| <b>TCM E</b> | Transit Access to Airports             |

<sup>1</sup> Deleted by EPA action from ozone plan

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

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

## Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 12). TCMs A-E are now fully implemented.

Table 13. Implementation Status of Approved TCMs in 2001 Ozone Attainment Plan (A – E)

| #        | TCM                                          | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Ozone Attainment Plan Implementation Schedule                                                                                                                                         | Implementation Status                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> | Regional Express Bus Program                 | Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC. | FY 2003.<br>Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators | \$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations.<br>TCM A is fully implemented.                                                                                                                                                                                               |
| <b>B</b> | Bicycle /Pedestrian Program                  | Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.                                                                                                                                     | FY 2004 – 2006.<br>Complete once \$15 million in TDA Article 3 is allocated by MTC.                                                                                                   | MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006.<br>TCM B is fully implemented.                                                                                                                                                                                                                                                                                                      |
| <b>C</b> | Transportation for Livable Communities (TLC) | Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.                                                                      | FY 2004 – 2006.<br>Complete once \$27 million in TLC grant funding is approved by MTC                                                                                                 | In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan.<br>MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC |

| #        | TCM                               | Description                                                                                                                                                                                                                                                         | Ozone Attainment Plan Implementation Schedule                                                    | Implementation Status                                                                                                                                                                                                                                                                                |
|----------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                                   |                                                                                                                                                                                                                                                                     |                                                                                                  | approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million.<br>TCM C is fully implemented. |
| <b>D</b> | Additional Freeway Service Patrol | Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards. | FY 2001.<br>Complete by maintaining increase in FSP mileage through December 2006                | FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas.<br>TCM D is fully implemented.                                                                          |
| <b>E</b> | Transit Access to Airports        | Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.                                                                                                                                  | BART – SFO service to start in FY 2003.<br>Complete by maintaining service through December 2006 | Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued.<br>TCM E is fully implemented.                                                                                                |

# Appendix F. Methodology for Bay Area Conformity Determinations



**Winston H. Hickox**  
Agency Secretary

# Air Resources Board

**Alan C. Lloyd, Ph.D.**  
Chairman

1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • [www.arb.ca.gov](http://www.arb.ca.gov)



**Gray Davis**  
Governor

November 30, 2001

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

Dear Mr. Nastri:

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

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

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

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

California Environmental Protection Agency

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

## **SF Bay Area-EMFAC 2000 Emission Factor Model Documentation**

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

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

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

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

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

Emission rates for oxides of nitrogen (NO<sub>x</sub>) are also significantly higher in SF Bay Area-EMFAC 2000 than in the older models. The increased estimates of NO<sub>x</sub> emission rates are primarily due to the following changes:

- Inclusion of "off-cycle NO<sub>x</sub>" (i.e., NO<sub>x</sub> emissions that were not represented in the certification driving cycle); and
- Incorporation of new vehicle test data for catalyst equipped passenger cars and light trucks.

### *Incorporation of Latest Standards*

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

### Supplemental Federal Test Procedure

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

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

#### Low Emission Vehicles (LEVII)

The second phase of Low Emission Vehicle Standards (LEVII) was adopted by the Board in November of 1998. This action imposed more stringent hydrocarbon, carbon monoxide, NO<sub>x</sub> and exhaust particulate matter emissions standards for passenger cars, light-duty trucks and medium-duty vehicles up to 14,000 pounds sold in California beginning in 2003.

#### Near Zero Evaporative Standards

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

#### New On-Road Motorcycle Standards

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

#### Off-Cycle NO<sub>x</sub> Mitigation

In a settlement reached between the federal government, the Air Resources Board and heavy-duty engine manufacturers, several mitigation measures were agreed to regarding off-cycle NO<sub>x</sub> emissions. In addition to ending the practice of defaulting to an advanced timing condition during extended cruise operation, several manufacturers have agreed to perform “low emission” rebuilds for in-use engines. These rebuilds will lower the emissions of the in-use fleet.

#### New Exhaust Emissions Standards for Urban Transit Buses

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

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

### *Public Review*

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

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

### **Activity Data Documentation**

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

#### *Vehicle Miles of Travel*

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

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

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

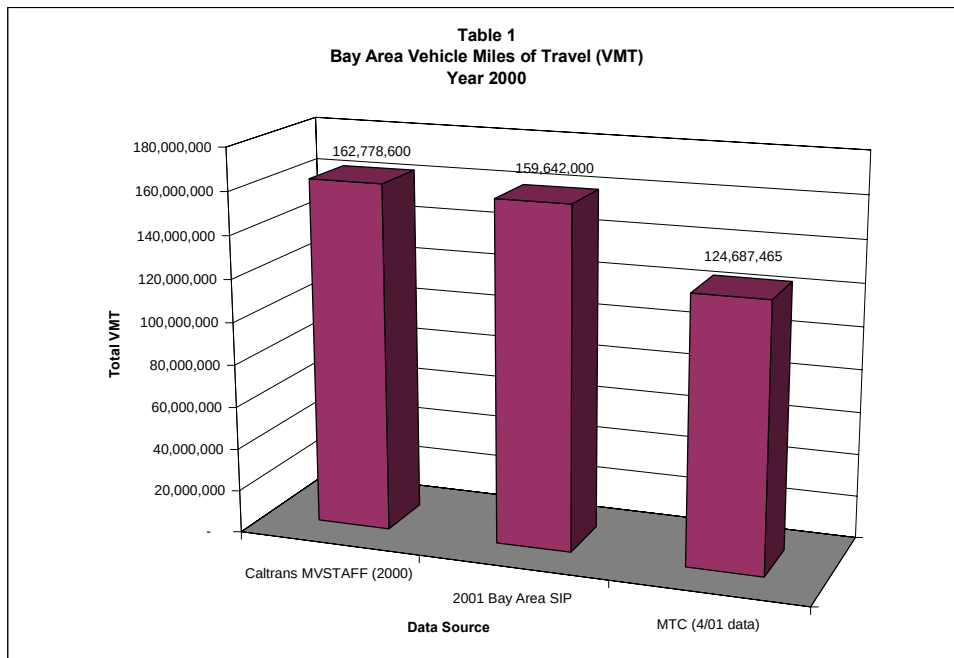
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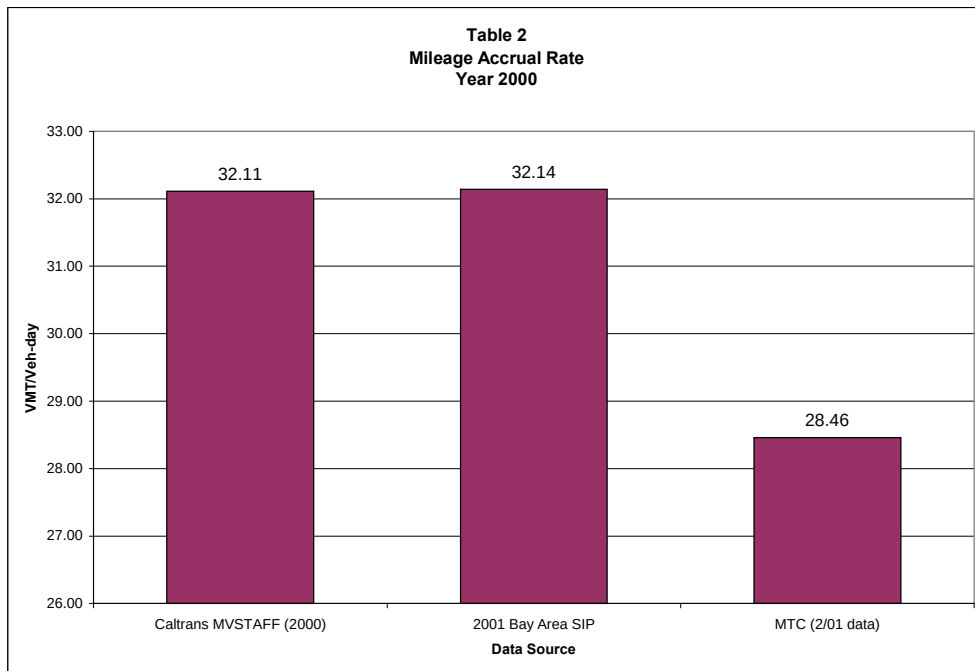
<sup>1</sup> Caltrans' VMT estimate was taken from the annual "Motor Vehicle Stock, Travel, and Fuel Forecast" (MVSTAFF) report. The MVSTAFF report forecasts statewide VMT based on statewide vehicle population data from the DMV, fuel consumption estimates from the Board of Equalization, and fuel economy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



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

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





### *VMT Growth Rates*

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

### *VMT-Speed Distributions*

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

## Methodology for Bay Area Conformity Determinations

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

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

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

<sup>3</sup> For the S.F. Basin portions of Solano and Sonoma County VMT:

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

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

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

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

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

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

Sincerely,

/s/

Michael P. Kenny  
Executive Officer

Enclosures

cc: See next page.

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<sup>7</sup> Target Veh Pop = [((Target VMT – SIP VMT) / SIP VMT) \* SIP Veh Pop] + SIP Veh Pop

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

Ms. Ellen Garvey, Executive Officer  
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Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

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

Ms. Cynthia Marvin  
Air Resources Board

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Recommendations**

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

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



# Appendix G. EMFAC Adjustment Factor Methodology and Correspondence

## **Attachment A**

### **EMFAC Off-Model Adjustment Factors to Remove Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations**

#### **I. Summary**

On June 12, 2025, three Congressional Resolutions purported to disapprove U.S. EPA's decisions to grant California waivers for several regulations in the EMISSION FACTORS (EMFAC) 2021 v1.0.2 baseline, including Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations.<sup>1</sup> While those illegal actions are being contested, CARB staff are providing factors to remove these regulations from EMFAC2021 v1.0.2 solely for the purposes of State Implementation Plan (SIP) development and conformity determinations, including regional emissions analysis for transportation plan and transportation improvement program conformity determinations, as well as as hot-spot analysis for project-level conformity determinations. The off-model adjustment factors are listed in the attached Appendix A to remove ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus emissions reductions from the EMFAC2021 v1.0.2 baseline.

#### **II. Background on EMFAC**

EMFAC is California's federally approved on-road mobile source emissions inventory model that reflects California-specific driving and environmental conditions, fleet mix, and vehicle emissions, including those resulting from California's mobile source regulations. The EMFAC model supports CARB's regulatory and air quality planning efforts and fulfills the federal Clean Air Act and the Federal Highway Administration's transportation planning requirements. On November 15, 2022, U.S. EPA approved EMFAC2021 v1.0.2 for use in SIP development and conformity analyses, with EPA noting that it would not be able to approve SIPs based on EMFAC2021 until the adopted regulations in the EMFAC2021 v1.0.2 baseline had received waivers from EPA and been approved in the California SIP. This model accounts for the effects of regulations that were approved by the Board as of the release of EMFAC2021 v1.0.2 on January 15, 2021.

<sup>1</sup> Other affected regulations include Zero-Emission Powertrain Certification and Advanced Clean Cars II. Zero-Emission Powertrain Certification does not affect pollutant emissions, and Advance Clean Cars II was adopted after the release of EMFAC2021.

### III. Descriptions of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus

The EMFAC2021 v1.0.2 baseline includes the effects of a number of regulations, including ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus. Descriptions of all regulations are provided below.

ACT:<sup>2</sup> ACT was approved by CARB's Board in June 2020. The California Office of Administrative Law (OAL) then approved ACT with an effective date of March 15, 2021. This regulation requires manufacturers of Class 2b-8 chassis or complete vehicles with combustion engines to sell an increasing percentage of zero-emission trucks in their annual California sales starting in 2024. By 2035, zero-emission truck or chassis sales would need to be 55 percent of Class 2b-3 truck sales, 75 percent of Class 4-8 vocational truck sales, and 40 percent of Class 7-8 tractor truck sales. This regulation reduces emissions from trucks model year 2024 and newer.

Zero-Emission Airport Shuttle:<sup>3</sup> Zero-Emission Airport Shuttle was approved by CARB's Board in June 2019. OAL then approved the regulation in January 2020. This regulation requires airport shuttle fleets to fully transition to zero emission by 2035. No additional reductions were credited beyond ACT.

Warranty Phase 1:<sup>4</sup> CARB adopted amendments to the heavy-duty engine (Gross Vehicle Weight Rating, or GVWR, above 14,000 lbs.) warranty regulation in 2018. The California OAL then approved this regulation on June 12, 2019. This regulation reduces NOx and particulate matter (PM) emissions from heavy-duty engines model year 2022 and newer.

Omnibus:<sup>5</sup> Omnibus was approved by CARB's Board in August 2020. The California OAL then approved Omnibus with an effective date of December 22, 2021. This regulation comprehensively updates heavy-duty engine NOx emissions standards and provides additional requirements for engines to remain clean throughout their lifetime. This regulation primarily reduces NOx emissions from trucks with engines that are model year

<sup>2</sup> CARB. (2021). Advanced Clean Trucks Regulation, <https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks>.

<sup>3</sup> CARB. (2020). Zero-Emission Airport Shuttle Regulation, <https://ww2.arb.ca.gov/rulemaking/2019/asb19>.

<sup>4</sup> CARB. (2019). Heavy-Duty Warranty Amendments, <https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018>.

<sup>5</sup> CARB. (2021). Heavy-Duty Omnibus Regulation, <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

2024 and newer. Additionally, this regulation further lengthens the warranty requirement beyond Warranty Phase 1 for engine model years 2027 and newer.

#### **IV. Methods for Removing Emissions Reductions of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus from EMFAC2021**

To remove the impact of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations on criteria pollutant emissions, CARB staff used the methodology implemented in the latest U.S. EPA-approved version of the EMFAC model, EMFAC2021 v1.0.2. Using the "Annual" setting, the model was run for calendar years 2022 through 2050 to estimate emissions under two scenarios:

1. **Remove Regulations** scenario where emissions are estimated without accounting for the benefits of the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations. This scenario was developed using a custom internal version of the model with targeted adjustments. Changes to estimation methods and results for each are listed below.
  - ACT and Zero-Emission Airport Shuttle:
    - ACT zero-emission sales for medium- and heavy-duty (Class 2b-8) model year 2024 and newer vehicle population and vehicle miles traveled forecasts, which includes airport shuttles required as part of the Zero-Emission Airport Shuttle regulation, are removed; no zero-emission vehicles in these weight classes assumed, maintaining the model's 2019 base year.<sup>6</sup>
    - Outputs show increased tailpipe (all pollutants) and brake wear PM emissions.
  - Warranty Phase 1
    - Heavy-duty (Class 4-8) California-certified heavy-duty model year 2022 and newer engines are assumed to have baseline warranty requirement of 100,000 miles.
    - Removed adjustments for Phase 1 lengthened warranty, and, therefore, emission deterioration rates are based on in-use emissions test data of 0.2 g/bhp-hr NOx certified engines that are not affected by this regulation.
    - Outputs show increased tailpipe NOx and PM emissions.

<sup>6</sup> The adjustment factors for heavy-duty ZEVs are 0, except for the UBUS (transit bus) category, where adjustment factors are equal to 1.0, reflecting the 2019 base year where it is assumed there are no heavy-duty ZEVs other than UBUS. Because vehicle population forecasts stay constant, the brake and tire wear emissions from ZEVs shift to combustion vehicles when ACT is removed and are therefore appropriately accounted for.

- Omnibus:
  - Heavy-duty (Class 4-8) California-certified heavy-duty model year 2024 and newer engines are assumed to meet prior California engine emissions standards (*i.e.*, 0.2 g/bhp-hr NO<sub>x</sub> standard).
  - Removed reduction factors reflecting Omnibus requirements<sup>7</sup> that are applied to baseline emission rates. Baseline emission rates default to in-use test data from 0.2 g/bhp-hr NO<sub>x</sub> certified engines.
  - Outputs show increased tailpipe NO<sub>x</sub> and PM emissions.
- 2. **Include Regulations** scenario where the benefits of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations, in addition to all other adopted regulations when the model was finalized, are reflected when estimating emissions. This is the same scenario as presented in the public version of the EMFAC2021 v.10.2 model. More details on how these regulations were incorporated into the model can be found in the EMFAC2021 Technical Documentation.<sup>8</sup>

The emissions results from these two scenarios were used to assess the increase in emissions from removing ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus and derive the adjustment factors presented in Appendix A. The adjustment factors for each calendar year, vehicle category, fuel type and pollutant (described further below) were calculated based on the following equation:

$$\text{Adjustment factors} = \text{Remove Regulations emissions} / \text{Include Regulations emissions}$$

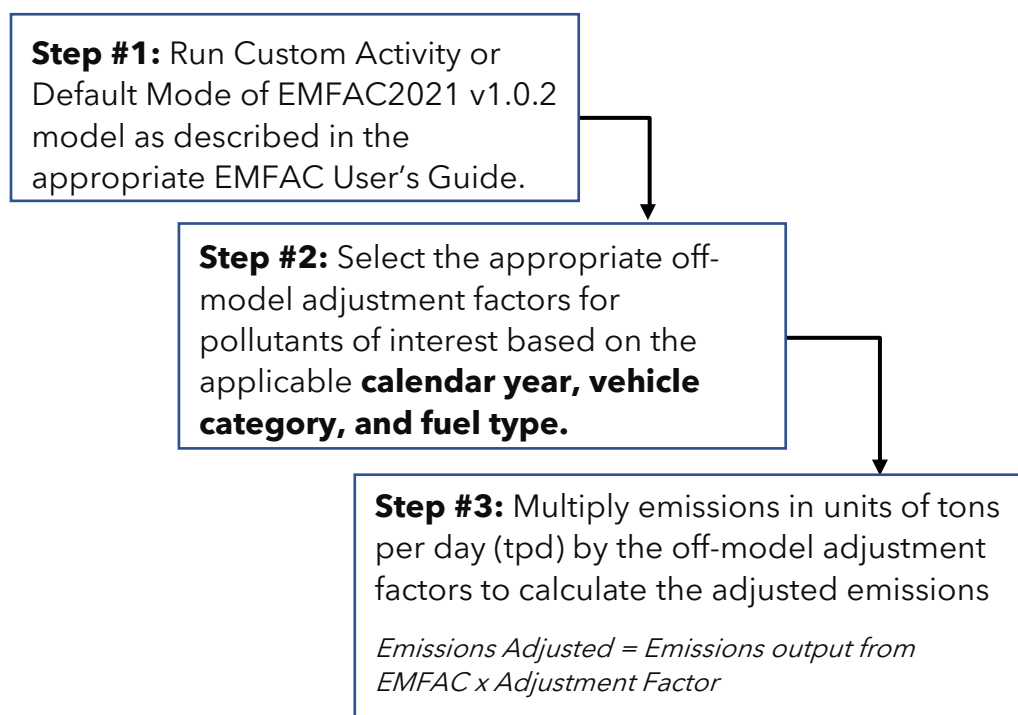
<sup>7</sup> Includes tightened Federal Test Procedure (FTP), new load certification cycle (LLC), tightend idling standards, improvements to the existing heavy-duty in-use testing program (HDIUT), improvements to the durability demonstration program (CCP), lengthened warranty and useful life (UL) mileages, and amendments to the emissions warranty information reporting (EWIR) program and corrective action procedures.

<sup>8</sup> CARB. (2021). EMFAC2021 Technical Documentation. EMFAC2021 Volume III Technical Document, [https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021\\_volume\\_3\\_technical\\_document.pdf](https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021_volume_3_technical_document.pdf).

## V. Application of Off-Model Adjustment Factors

The off-model adjustment factors for EMFAC2021 v1.0.2, prepared using the methods described above, are tabulated in Appendix A. These factors apply to NO<sub>x</sub>, ROG, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions for each calendar year, vehicle category, and fuel type in EMFAC2021 v1.0.2. The flowchart illustrated in Figure 1 details the methodology to apply these adjustment factors.

**Figure 1. Process to apply EMFAC2021 v1.0.2 off-model adjustment factors<sup>9</sup>**



### **Contact**

For questions regarding the EMFAC off-model adjustment factors, please contact us at: [EMFAC@arb.ca.gov](mailto:EMFAC@arb.ca.gov)

<sup>9</sup> Custom Activity (SG) mode is available using the EMFAC2021 v1.0.2 desktop application, or the EMFAC2021 v1.0.2 web database: <https://arb.ca.gov/emfac/scenario-analysis/>.



## REGION 9

SAN FRANCISCO, CA 94105

November 21, 2025

Edie Chang  
Deputy Executive Officer  
California Air Resources Board  
1001 I Street  
Sacramento, California 95812

Dear Deputy Executive Officer Chang,

Thank you for your letter of October 31, 2025, requesting U.S. Environmental Protection Agency (EPA) approval of Emission FACTors (EMFAC) model version EMFAC2021 off-model adjustment factors that remove the estimated emissions benefits attributed to California's Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations from EMFAC2021. The EMFAC off-model adjustment factors are multipliers that would be applied to vehicle emissions modeled by EMFAC2021. With this letter, the EPA is approving the use of EMFAC2021 with these adjustment factors for the Clean Air Act (CAA) purposes of State Implementation Plan (SIP) development and conformity determinations.

### Background

In May 2025, the Congress enacted joint resolutions of disapproval under the Congressional Review Act for preemption waivers that the EPA had previously issued pursuant to CAA section 209, including for the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations.<sup>1</sup> President Trump signed the resolutions into law on June 12, 2025.<sup>2</sup> Each resolution provides that the corresponding waiver "shall have no force or effect."<sup>3</sup> As a result, the EPA's prior preemption waivers for these regulations have no force or effect. Accordingly, these regulations are preempted by the CAA, meaning that California can no longer enforce or attempt to enforce the regulations and that estimated emissions reductions attributed to the regulations cannot be used for the CAA purposes of SIP development or conformity determinations.

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<sup>1</sup> See H.R.J. Res. 87; and H.R.J. Res. 89.

<sup>2</sup> See Pub. L. 119-15, 139 Stat. 65 (June 12, 2025); Pub. L. 119-17, 139 Stat. 67 (June 12, 2025). Congress similarly enacted a resolution of disapproval of EPA's waiver for the Advanced Clean Cars II (ACC II) Regulation. See H.R.J. Res. 88. President Trump signed this resolution into law as well. See Pub. L. 119-16, 139 Stat. 66 (June 12, 2025). EMFAC2021 does not purport to account for emissions reductions from ACC II.

<sup>3</sup> *Id.*

### EPA's approval

The EMFAC2021 on-road motor vehicle emissions model, which the EPA approved for SIP development and transportation conformity in California in 2022,<sup>4</sup> includes estimated emissions reductions attributed to the regulations listed in your October 31, 2025 letter. The EPA approved the model in 2022 based on the understanding that the measures had “already been adopted by the enforcing jurisdiction,” per 40 CFR 93.122(a)(3)(i), and that it was therefore appropriate to include emissions reductions from these measures in the emissions analysis. Because the preemption waivers for these regulations no longer have force or effect, as described above, the regulations cannot be implemented or enforced, and it is no longer appropriate to describe them as being “adopted by the enforcing jurisdiction.”

With the approval of the adjustment factors in this letter, EMFAC2021 with the adjustment factors, is the latest approved method for modeling emissions available in California, per 40 CFR 93.111. Emissions estimates in SIP submittals, analyses for transportation plan and transportation improvement program (TIP) conformity determinations, and hot-spot analyses for project-level conformity determinations must be based on EMFAC2021 with these adjustment factors, so that emissions estimates for these CAA purposes do not include the effects of these regulations.<sup>5</sup>

Nothing in this letter should be understood as stating the EPA's position on the full scope and effect of the recent legislation enacted pursuant to the CRA and signed by the President in June 2025. Rather, the EPA is approving adjustment factors for EMFAC2021 in an effort to, as stated in your letter, take a “first step toward reestablishing a pathway for California to continue to meet federal air quality planning and conformity requirements.” The EPA looks forward to further engagement with CARB and other relevant stakeholders and reserves all rights and authorities to implement the CAA consistent with the Agency's legal obligations and the recent legislation.

### Additional information on implementation

Under the transportation conformity regulation, there are several types of transportation activities that can proceed with interagency consultation (per 40 CFR 93.112) and without additional emissions modeling. As long as such activities do not involve the use of EMFAC, they would not be affected by the EPA's approval of the use of EMFAC2021 with the adjustment factors. First, metropolitan planning organizations and other transportation agencies, as applicable, can continue working from existing, currently conforming transportation plans and TIPs<sup>6</sup> and proceeding with project-level conformity determinations involving non-exempt projects that do **not** require a carbon monoxide or particulate

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<sup>4</sup> 87 FR 68483 (November 15, 2022) (EPA approval and notice of availability for EMFAC2021). The EPA must approve new versions of California's emissions model, EMFAC, before they are used in a transportation conformity analysis, and in the preparation or revision of SIPs. See 40 CFR 93.111(a).

<sup>5</sup> For the same reason, a SIP or conformity determination based on EMFAC2017 must not include the adjustment factors that the EPA approved for use with EMFAC2017 in 2022 (87 FR 68483, November 15, 2022). Please consult with the relevant EPA contacts on any analyses that were begun with EMFAC2017 before the end of the EMFAC2021 new model grace period.

<sup>6</sup> 40 CFR 93.114.



matter hot-spot analysis.<sup>7</sup> Second, projects described in 40 CFR 93.126, 93.127, and 93.128 can also be added to a transportation plan and TIP without a conformity determination, as described in the transportation conformity regulation.

Other than in the cases identified above, transportation conformity determinations must be based on EMFAC2021 with the adjustment factors in order to be consistent with the transportation conformity rule. This is the case even if modeling was started before the waivers for the regulations were disapproved. Unlike planning assumptions, which may change after a conformity analysis begins (40 CFR 93.110(a)), emissions reductions from regulations may only be included in the emissions analysis for conformity determinations under certain circumstances, per 40 CFR 93.122(a)(3). As described above, the regulations listed in CARB's October 31, 2025 letter no longer fit within these circumstances.

In addition, a transportation plan or TIP conformity determination can rely on the previous emissions analysis per 40 CFR 93.122(g) if that previous emissions analysis was based on EMFAC2021 with the adjustment factors. A conformity determination based on a previous emissions analysis that did not include adjustment factors would not meet transportation conformity requirements as described above.

For a project-level conformity determination that includes a hot-spot analysis, EMFAC2021 with the adjustment factors would meet requirements in 40 CFR 93.111(a) related to the use of the latest emissions model and ensure that the modeling does not include the effects of the regulations listed in CARB's October 31, 2025 letter. In addition, conformity determinations for projects with a hot-spot analysis based on EMFAC2021 without the adjustment factors would not meet 40 CFR 93.123(c)(1) because the estimate of emissions would include the effects of regulations that cannot be implemented and would not accurately reflect "the total emissions burden which may result from the implementation of the project." As a result, the hot-spot analysis would not also meet the requirement that the "the total concentration must be estimated" (40 CFR 93.123(c)(1)).

#### For further information

If you have any questions, please contact me at (415) 231-4710 and [lee.anita@epa.gov](mailto:lee.anita@epa.gov), or Karina O'Connor at (415) 972-3498 and [oconnor.karina@epa.gov](mailto:oconnor.karina@epa.gov).

Sincerely,

**ANITA LEE**

Digitally signed by ANITA LEE  
Date: 2025.11.21 15:07:59  
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Anita Lee  
Acting Director, Air and Radiation Division

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<sup>7</sup> 40 CFR 93.116 and 93.123.

cc: David Quiros, California Air Resources Board  
Nesamani Kalandiyur, California Air Resources Board  
Sara Forestieri, California Air Resources Board  
Carey Knecht, California Air Resources Board  
Ariel Fideldy, California Air Resources Board  
Elissa Konove, Federal Highway Administration  
Antonio Johnson, Federal Highway Administration  
Ray Tellis, Federal Transit Administration

## **Attachment B**

# **EMFAC Off-Model Adjustment Factors to Account for Emissions Benefits of Clean Truck Check**

**March 26, 2026**

## **I. Summary**

EMission FACtors (EMFAC) is California's federally approved on-road mobile source emissions inventory model. California Air Resources Board (CARB) staff have developed off-model adjustment factors for the 2021 version of Emission FACtors (EMFAC2021) to account for tailpipe oxides of nitrogen (NO<sub>x</sub>) and total direct-vehicle particulate matter (PM) emissions benefits of CARB's Clean Truck Check Program (CTC), otherwise known as the Heavy-Duty Vehicle Inspection and Maintenance Program. Once approved, these "CTC off-model adjustment factors" would be used for the purposes of State Implementation Plan (SIP) development and conformity determinations, including regional emissions analysis for transportation plan and transportation improvement program conformity determinations, as well as hot-spot analysis for project-level conformity determinations. CTC off-model adjustment factors are needed because the emissions effects of this regulation are not included in the emissions baseline of EMFAC2021, which is the latest EMFAC version approved by U.S. EPA for SIP and conformity analyses.

In February 2026,<sup>1</sup> U.S. EPA took final action to partially approve and partially disapprove the inclusion of CARB's CTC in the California SIP. This partial SIP disapproval is applicable only to portions of the regulation that apply to out-of-state vehicles. EPA's action does not impact CARB's ability to enforce and implement CTC. Therefore, these CTC off-model adjustment factors only account for emissions reductions from the portion of the regulation approved into the SIP for in-state vehicle categories subject to CTC. The off-model CTC adjustment factors for EMFAC2021 are listed in the attached Appendix B.

## **II. Background on EMFAC**

EMFAC reflects California-specific driving and environmental conditions, fleet mix, and most importantly, the benefits of California's unique mobile source regulations. These include the Low-Emission Vehicle (LEV) program, including the LEV II and LEV III standards, and California's in-use diesel fleet rules. The EMFAC model supports CARB's regulatory and air quality planning efforts and meets the federal Clean Air Act.

<sup>1</sup> The EPA's final action to partially approve and partially disapprove CA's HD I/M regulation was published on February 6, 2026. (91 FR 5325, Link: <https://www.govinfo.gov/content/pkg/FR-2026-02-06/pdf/2026-02350.pdf>).

EMFAC2021 with the adjustment factors that EPA approved on November 21, 2025 is the latest approved method for modeling emissions in California, per 40 CFR 93.111.<sup>2</sup> On November 15, 2022, U.S. EPA approved EMFAC2021 for use in SIP development and transportation conformity analyses, which reflected CARB's latest understanding of California's on-road vehicle emissions, activities, and the benefits of regulations adopted prior to March 31, 2021.<sup>3</sup> However, on June 12, 2025, three Congressional resolutions, which CARB is contesting as illegal, purported to disapprove U.S. EPA's actions to grant California waivers for several regulations in the model, including Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus).<sup>4</sup> While those actions are being contested, CARB staff released EMFAC Off-Model Adjustment Factors to remove the benefits of these targeted regulations from EMFAC2021 v1.0.2 for SIP development and conformity determination purposes. These adjustment factors, tabulated in Appendix A,<sup>5</sup> were approved by U.S. EPA on November 21, 2025.

### **III. Background on the Clean Truck Check Program and Impact on Tailpipe NO<sub>x</sub> and PM Emissions**

The CTC regulation<sup>6</sup> was approved by the Office of Administrative Law (OAL) on October 5, 2022, and implementation began on January 1, 2023. CTC applies to nearly all on-road non-gasoline heavy-duty vehicles with a gross vehicle weight rating over 14,000 pounds that operate in California, including vehicles registered in-state, as well as out of state and out of the country. CTC requires vehicle owners to demonstrate that their emissions control systems are properly functioning, thereby reducing excess NO<sub>x</sub> and PM emissions resulting from mal-maintenance and tampering. The emission benefits from CTC that were calculated in the CTC off-model adjustment factors reflect lower rates of emissions-related deterioration due to induced repairs and better maintenance.

Beginning with CTC's first phase in 2023, CARB deployed a network of stationary and mobile roadside emissions monitoring devices (REMD) in the South Coast and San Joaquin Valley regions. Under CTC, CARB screens high-emitting trucks using REMD, and any needed repairs are required for high-emitting trucks based on follow-up tests. Therefore, emissions benefits from CTC were quantified on a regional basis to reflect the additional benefits in these two regions. Another important component of CTC is the enforcement of

<sup>2</sup> For more information, see the [EMFAC section](#) on EPA's Policy and Technical Guidance for State and Local Transportation website.

<sup>3</sup> 87 Fed. Reg. 68,483 (Nov. 15, 2022)

<sup>4</sup> Other affected regulations include Zero-Emission Powertrain Certification and Advanced Clean Cars II. Zero-Emission Powertrain Certification does not affect pollutant emissions in EMFAC2021, and Advanced Clean Cars II was adopted after the release of EMFAC2021.

<sup>5</sup> [EMFAC2021 Off-Model Adjustment Factors](#)

<sup>6</sup> Cal. Code Regs., tit. 13, §§ 2195-2199.1.

compliance certification requirements, which began in mid-2024; the California Department of Motor Vehicles (DMV) began withholding vehicle registrations of non-compliant California-registered vehicles. In January 2025, vehicle owners began demonstrating compliance with the periodic vehicle testing (e.g., on-board diagnostics, opacity tests, visual inspections). Currently, semi-annual testing is in effect for most vehicles.

## IV. Development of CTC Off-Model Adjustment Factors

Since CTC was adopted after March 31, 2021, its emissions benefits are not included in EMFAC2021. Therefore, CARB staff used the methodology implemented in Appendix D of the CTC staff report and the latest U.S. EPA-approved version of the EMFAC model, EMFAC2021 v1.0.2 with the November 2025 adjustment factors (Appendix A), to assess the NO<sub>x</sub> and PM emissions benefits of CTC. Note that the CTC off-model adjustment factors account for in-state vehicle emissions benefits only to be consistent with the portions of the CTC regulation that U.S. EPA recently approved into the SIP. Using the "Annual" setting, the model was run for calendar years 2023 through 2050 to estimate emissions under two scenarios, while keeping all other settings (e.g., vehicle activity) constant:

1. **Adjusted Baseline** scenario where emissions are estimated without accounting for the benefits of CTC. This scenario was achieved by applying EMFAC2021 off-model adjustment factors from Appendix A to the output of the public version of the EMFAC2021 v1.0.2 model to remove the benefits of ACT, Omnibus, Warranty Phase 1, and Zero-Emission Airport Shuttle.
2. **Include Regulation** scenario where the 'Adjusted Baseline' scenario was updated off-model to reflect emissions reductions from CTC only for in-state vehicle categories. The in-state emissions reductions were based on the methodology described in the CTC staff report mentioned above, which modeled a decrease in high-emitting vehicles operating on the road due to CTC requirements (e.g., periodic vehicle testing). Emissions for out-of-state vehicle categories (e.g., T6 out-of-state, Class 4-7, T7 non-neighboring out-of-state Class 8, T7 neighboring out-of-state Class 8) were kept the same as the 'Adjusted Baseline' scenario.

The emissions results from these two scenarios were used to assess the benefits of CTC and derive the CTC off-model adjustment factors presented in Appendix B. The factors for each calendar year, vehicle category and region (described further below) were calculated based on the following equation:

$$CTC \text{ off-model adjustment factors} = Include \text{ Regulation} / Adjusted \text{ Baseline}$$

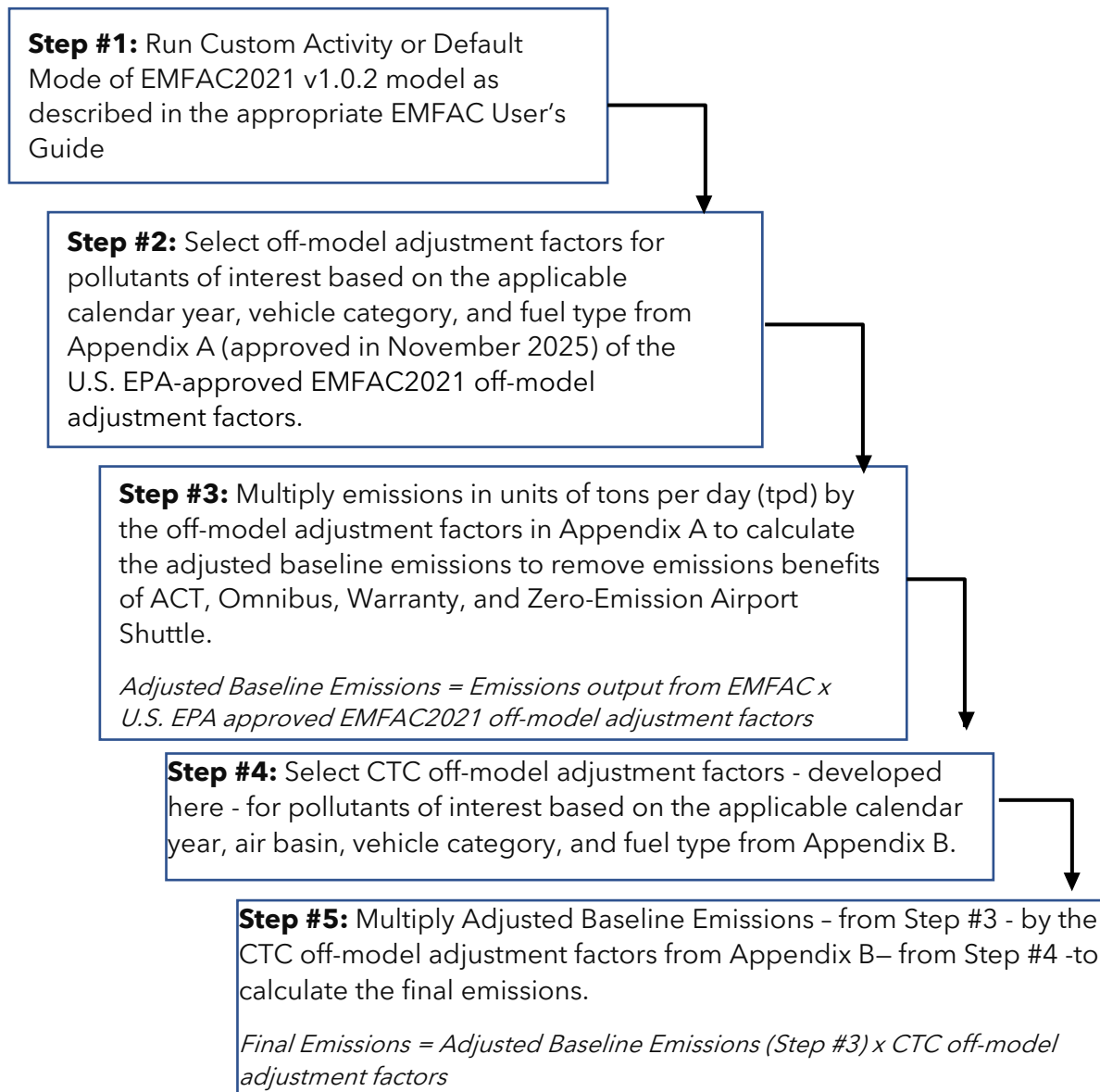
## V. Application of Off-Model Adjustment Factors

The CTC off-model adjustment factors are tabulated in Appendix B. Note that these off-model adjustment factors are applied to the results from EMFAC2021 v1.0.2 with the

November 2025 adjustment factors, as described in Figure 1 below. They supplant the previous EMFAC2021 interim adjustment factors that were approved by U.S. EPA in May 2023 that accounted for 50% of the total CTC benefits from in-state and out-of-state fleets subject to the regulation.<sup>7</sup> The factors in Appendix B should be applied to exhaust emissions for each calendar year, air basin, vehicle category, and fuel type in the EMFAC model. Note that factors from Appendix B can only be used after Appendix A factors have been applied, and neither Appendix A nor Appendix B can be used with the 50% factors approved in May 2023. Factors are provided by the air basin to reflect the additional emissions benefits from REMD deployment within the South Coast and San Joaquin Valley Air Basins. To facilitate the application of these factors to the EMFAC2021 model outputs, the appendices include a list of EMFAC factors at the sub-area level, categorized by air basin. The flowchart in Figure 1 outlines the methodology to apply these adjustment factors.

<sup>7</sup> [https://ww2.arb.ca.gov/sites/default/files/2023-05/appendix\\_a\\_emfac2021\\_interim\\_50\\_percent\\_off-model\\_adj\\_factors\\_v1.0.2.xlsx](https://ww2.arb.ca.gov/sites/default/files/2023-05/appendix_a_emfac2021_interim_50_percent_off-model_adj_factors_v1.0.2.xlsx)

**Figure 1. Process to apply EMFAC2021 CTC off-model adjustment factors**



**Contact**

For questions regarding the EMFAC off-model adjustment factors, please contact us at:  
[EMFAC@arb.ca.gov](mailto:EMFAC@arb.ca.gov)





## REGION 9

SAN FRANCISCO, CA 94105

May 6, 2026

Matthew Lakin  
Division Chief, Air Quality Planning and Science Division  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

Dear Division Chief Lakin,

Thank you for your letter dated March 25, 2026, requesting U.S. Environmental Protection Agency (EPA) approval of Emission FACTor (EMFAC) off-model adjustment factors that account for the estimated emission benefits attributed to California's Heavy-Duty Inspection and Maintenance Regulation ("HD I/M Regulation"), also known as California's Clean Truck Check (CTC) regulation. Through this letter, the EPA approves these HD I/M adjustment factors for use in Clean Air Act (CAA) State Implementation Plan (SIP) development and transportation conformity determinations in California. These EMFAC HD I/M off-model adjustment factors are multipliers that will be applied to criteria pollutant emissions estimates resulting from the currently approved version of EMFAC, which is EMFAC2021 with the November 21, 2025 adjustment factors.<sup>1</sup> The EMFAC2021 interim HD I/M off-model adjustment factors previously approved in May 2023 will no longer be used in CAA SIP development and transportation conformity analyses.<sup>2</sup>

The California Air Resources Board (CARB) approved the HD I/M Regulation in December 2021, and the regulation went into effect on January 1, 2023. CARB submitted the HD I/M Regulation as a revision to the California SIP on December 14, 2022.<sup>3</sup> On February 6, 2026, the EPA took final action to partially approve the HD I/M Regulation into the California SIP with respect to vehicles registered in-state, and to partially disapprove the regulation to the extent that it purports to apply to vehicles registered out of state.<sup>4</sup>

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<sup>1</sup> 87 FR 68483 (Nov. 15, 2022) (EPA approval and notice of availability for EMFAC2021). The approved version of EMFAC is EMFAC2021 with the November 21, 2025, adjustment factors. See the "[Use of EMFAC model in California](#)" section of the EPA's "Policy and Technical Guidance for State and Local Transportation" website for links to both the November 2025 letter and the *Federal Register* notice approving EMFAC2021 (<https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation#emfac>).

<sup>2</sup> Letter dated May 26, 2023, from Elizabeth Adams, Director, Air and Radiation Division, EPA Region IX to Michael Benjamin, Division Chief, Air Quality Planning and Science Division, CARB.

<sup>3</sup> Letter (with enclosures) dated December 7, 2022, from Steven S. Cliff, Ph.D., Executive Officer, CARB, to Martha Guzman, Regional Administrator, EPA Region IX (submitted electronically December 14, 2022).

<sup>4</sup> 91 FR 5325 (Feb. 6, 2026).

The submitted EMFAC2021 off-model adjustment factors described in this letter account for estimated emission reductions attributed to the HD I/M Regulation with respect to vehicles registered in California and do not account for emission reductions attributed to vehicles registered out of state, per the February 6, 2026, final rule. With respect to transportation conformity, the EPA approves these adjustment factors for transportation plan and transportation improvement program (TIP) conformity determinations and CO, PM<sub>10</sub>, and PM<sub>2.5</sub> hot-spot analyses for project-level conformity determinations. Under 40 CFR 93.122(a)(3)(ii), emission reductions from a regulation can be included in a transportation conformity regional emissions analysis if the regulation has been adopted into the applicable SIP.

The approved model version of EMFAC is EMFAC2021 with the November 21, 2025, adjustment factors. Therefore, the submitted off-model adjustment factors described in this letter may only be used after the November 2025 EMFAC2021 off-model adjustment factors<sup>5</sup> are applied to EMFAC2021 emissions estimates.<sup>6</sup>

The EPA previously approved “interim” EMFAC2021 adjustment factors for the HD I/M Regulation, providing 50 percent of the then-assumed program reductions for transportation plan/TIP conformity determinations, in May 2023. Through the EPA’s approval in this letter, the new HD I/M adjustment factors replace the interim adjustment factors the Agency approved in May 2023, meaning that the May 2023 factors can no longer be used for transportation conformity determinations.

If you have any questions, please contact me at (415) 231-4710 and [lee.anita@epa.gov](mailto:lee.anita@epa.gov), or Karina O’Connor at (415) 725-8713 and [connor.karina@epa.gov](mailto:connor.karina@epa.gov).

Sincerely,

**ANITA LEE**

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Anita Lee  
Acting Director, Air and Radiation Division

cc: David Quiros, California Air Resources Board  
Nesamani Kalandiyur, California Air Resources Board  
Sara Forestieri, California Air Resources Board  
Carey Knecht, California Air Resources Board  
Ariel Fideldy, California Air Resources Board  
Elissa Konove, Federal Highway Administration  
Antonio Johnson, Federal Highway Administration  
Ray Tellis, Federal Transit Administration

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<sup>5</sup> Approved via letter (with enclosures) dated November 21, 2025, from Anita Lee, Acting Director, Air and Radiation Division, EPA Region IX, to Edie Chang, Deputy Executive Officer, CARB.

<sup>6</sup> For more information regarding application of EMFAC2021 off-model adjustment factors, see Attachment B, section V, to CARB’s March 25, 2026, letter.

# Appendix H. Public Comments

## Letter 1      Brian Swanson

August 12, 2026

### *Comment*

Dear MTC:

Please accept this comment on the Metropolitan Transportation Commission's ("MTC") Draft 2027 Transportation Improvement Program ("Draft 2027 TIP") and Draft Transportation-Air Quality Conformity Analysis for the 2027 TIP and Plan Bay Area 2050+ ("Conformity Analysis").

Please include this comment, all attachments, and all prior related correspondence in the administrative record for the Draft 2027 TIP, the Conformity Analysis, Plan Bay Area 2050+, the Public Participation Plan ("PPP"), the Federal Transit Administration ("FTA") annual Program of Projects finding, and any related MTC, Association of Bay Area Governments ("ABAG"), Federal Highway Administration ("FHWA"), FTA, California Department of Transportation ("Caltrans"), Bay Area Air Quality Management District ("BAAQMD"), United States Environmental Protection Agency ("EPA"), State Implementation Plan ("SIP"), project selection, programming, consultation, funding, or public participation records.

I submit this comment as a Contra Costa County resident, taxpayer, and certified planner with transportation impact analysis experience. I previously submitted comments on Plan Bay Area 2050+, the Plan Bay Area 2050+ Draft Environmental Impact Report ("Draft EIR" or "DEIR"), and the Draft 2026 PPP. Those comments are directly relevant here because MTC is now using the Draft 2027 TIP to implement Plan Bay Area 2050+ through near-term project programming, federal funding, air quality conformity findings, public participation findings, and FTA Program of Projects determinations.

The MTC documents and tools reviewed for this comment include the following public MTC URLs:

- Draft 2027 TIP landing page
- Draft 2027 TIP Volume I: Overview
- Draft 2027 TIP Volume II: Project List
- Draft 2027 TIP Volume III: Technical Appendix
- Draft Transportation-Air Quality Conformity Analysis
- 2027 TIP Grouped Listings
- Draft 2027 TIP Interactive Map
- Draft 2027 TIP Interactive Dashboard
- TIP Federal Performance Supplemental Report
- TIP Project Selection and Prioritization Supplemental Report

The Draft 2027 TIP is not a passive list. It is an implementation action. MTC's Draft 2027 TIP landing page states that the Draft 2027 TIP includes more than 400 transportation projects and over \$13.8 billion in committed federal, state, and local funding for federal fiscal years 2027 through 2030. The landing page also states that the Draft TIP and Conformity Analysis are open for comment through 5:00 p.m. on August 13, 2026. See Draft 2027 TIP landing page.

Draft 2027 TIP Volume I similarly describes the TIP as the Bay Area's four-year program of federally funded and regionally significant transportation investments. It states that the TIP covers federal fiscal years 2026-27 through 2029-30, includes more than 400 projects and programs, and represents approximately \$13.8 billion in committed federal, state, regional, and local funding. Volume I further states that the TIP identifies transportation projects that receive federal transportation funding, require a federal action, or are regionally significant for transportation air quality planning purposes. See Draft 2027 TIP Volume I, p. I-3.

That relationship is the central issue. MTC is asking the public to accept a Draft 2027 TIP, a Conformity Analysis, performance findings, grouped project listings, and FTA Program of Projects findings that all depend on the adequacy of Plan Bay Area 2050+ and MTC's public participation process. But those underlying public participation and substantive planning assumptions were already challenged before adoption of Plan Bay Area 2050+ and again during the Draft PPP process.

For the reasons below, MTC should not adopt the Draft 2027 TIP, approve the Conformity Analysis, or make findings that the TIP was developed in accordance with the PPP or that the TIP process satisfies FTA annual Program of Projects requirements unless the issues identified below are addressed in a written response, the grouped listing record is revised, and the public is given a meaningful opportunity to review the complete revised record.

I. The Draft 2027 TIP is an implementation program, not a passive inventory.

Draft 2027 TIP Volume I states that Plan Bay Area 2050+ is the Bay Area's long-range transportation and land use plan through 2050, and that federal law requires transportation investments in the TIP to be consistent with the adopted long-range transportation plan. Volume I further states that projects may only be included in the TIP if they are already included in Plan Bay Area 2050+, either as individually listed projects or within approved programmatic categories. It then explains that while Plan Bay Area 2050+ establishes a 30-year vision, the TIP represents a four-year implementation program. See Draft 2027 TIP Volume I, p. I-3.

Volume I states that the Draft 2027 TIP includes more than 400 projects across the nine-county Bay Area, approximately \$13.8 billion in committed federal, state, and local funding, more than \$62 billion in total project costs, and investments in transit, highways, local roads, active transportation, safety, and system preservation. Contra Costa County is listed with \$592 million in programmed investments and \$1.715 billion in total project costs. See Draft 2027 TIP Volume I, p. I-4.

MTC also states that projects included in the Draft 2027 TIP are selected through regional, state, and local transportation funding programs and must be consistent with Plan Bay Area 2050+. The TIP is framed as advancing Plan Bay Area 2050+ transportation strategies, including maintaining and optimizing the existing system, creating healthy and safe streets, and building a next-generation transit network. See Draft 2027 TIP Volume I, pp. I-5 to I-6.

The TIP Project Selection and Prioritization Supplemental Report confirms that project selection and prioritization for the Draft 2027 TIP are guided by Plan Bay Area 2050+. It states that MTC implements Plan Bay Area 2050+ strategies through regional policies and funding programs, and that those policies and programs shape how projects are selected and incorporated into the TIP. It

also identifies regional policies addressing project selection and advancement, multimodal network development, community outcomes, and regional performance and accountability.

Those admissions matter. The Draft 2027 TIP is where Plan Bay Area 2050+ moves from a long-range plan to near-term funding, programming, project advancement, conformity treatment, and performance reporting. Therefore, unresolved defects in Plan Bay Area 2050+, the Plan Bay Area 2050+ public participation process, and the Draft PPP are directly material to the Draft 2027 TIP record.

II. MTC cannot rely on Plan Bay Area 2050+ as a clean foundation without responding to prior unresolved comments.

MTC's Draft 2027 TIP relies on Plan Bay Area 2050+ as the consistency foundation for project inclusion. Volume I expressly states that projects may only be included in the TIP if they are already included in Plan Bay Area 2050+, either as individually listed projects or within approved programmatic categories. See Draft 2027 TIP Volume I, p. I-3.

However, I previously objected to Plan Bay Area 2050+ on both procedural and substantive grounds. Those comments are incorporated by reference and attached to this submission.

In my December 18, 2025 comment opposing the Draft Plan, I objected that Plan Bay Area 2050+ functions as the Bay Area's Regional Transportation Plan ("RTP") and Sustainable Communities Strategy ("SCS"), and that local agencies routinely tier subsequent planning, capital programming, and California Environmental Quality Act ("CEQA") analyses from regional assumptions and regional impact conclusions. I further objected that the Plan and DEIR acknowledged baseline error and methodological continuity but still relied on one primary growth forecast rather than a high, medium, and low growth envelope.

In my separate December 18, 2025 Draft EIR comment, I objected that the DEIR relied on a single primary growth forecast and control total without disclosing a range of reasonably foreseeable outcomes through high, medium, and low growth forecast envelopes and without presenting the resulting range of impacts across transportation and vehicle miles traveled ("VMT"), greenhouse gases ("GHG"), air quality, energy, utilities, public services, and related topics. I also identified the DEIR's admission that there is no assurance that mitigation would achieve the regional GHG reductions needed to attain statewide targets, that MTC and ABAG cannot require local implementing agencies to adopt mitigation, and that forecasted emissions would remain significant and unavoidable even with full implementation.

These comments are now directly relevant. The Draft 2027 TIP and Conformity Analysis depend on Plan Bay Area 2050+ assumptions, project categories, performance claims, and long-range consistency findings. MTC should not treat Plan Bay Area 2050+ as an uncontested foundation for the Draft 2027 TIP unless it provides a written response explaining how these previously raised forecast, VMT, climate, implementation, enforceability, and public participation concerns have been addressed.

At minimum, MTC should respond to the following questions before approving the Draft 2027 TIP and Conformity Analysis:

1. How does the Draft 2027 TIP account for the prior objection that Plan Bay Area 2050+ did not disclose a high, medium, and low growth forecast envelope?
2. How does the Conformity Analysis account for the fact that Plan Bay Area 2050+'s scenario analysis held growth projections and the transportation project list constant across scenarios?
3. How does MTC reconcile Plan Bay Area 2050+ implementation reliance with the DEIR's admission that MTC and ABAG cannot compel local agencies to adopt certain mitigation?
4. How does MTC ensure that local sponsor projects included in the TIP do not rely on inflated or unstable upstream assumptions for VMT, transit demand, safety, equity, or funding justification?

III. The Draft PPP does not retroactively cure Plan Bay Area 2050+ public participation defects or establish a sufficient foundation for this TIP process.

MTC's Draft 2027 TIP Volume III includes proposed MTC Resolution No. 4786. That resolution recites that MTC is the regional transportation planning agency for the San Francisco Bay Area and the federally designated Metropolitan Planning Organization ("MPO") for the nine-county Bay Area region. It further recites that federal regulations require the region to conduct a continuing, cooperative, and comprehensive transportation planning process as a condition of receiving federal assistance to develop and update a TIP. See Draft 2027 TIP Volume III, Appendix A, pp. III-5 to III-6.

The proposed resolution further recites that federal regulations require MTC to develop and use a documented PPP that defines a process for providing citizens, affected public agencies, and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. It then proposes to resolve that the 2027 TIP was developed in accordance with the region's PPP and consultation process, and that the public participation process conducted for the 2027 TIP satisfies the public involvement requirements of the FTA annual Program of Projects. See Draft 2027 TIP Volume III, Appendix A, pp. III-6 to III-7.

Those proposed findings are not adequately supported unless MTC responds to the public participation record.

On December 18, 2025, I submitted a formal public comment on Plan Bay Area 2050+ specifically addressing procedural adequacy. That comment stated that the barriers identified were not minor inconveniences but foreseeable, material impediments that suppress participation, impede informed comment, and undermine any claim that the process was adequately noticed, accessible, or responsive. The comment identified persistent non-responsiveness from administrative channels, including [info@bayareametro.gov](mailto:info@bayareametro.gov); lack of receipt, tracking, and follow-up; Legistar/Granicus dysfunction; fragmented domains; search discoverability failures; and inadequate notice for county-level opportunities.

The Legistar/Granicus issue is not speculative. As documented in the attached correspondence, MTC staff acknowledged that Granicus was an unsatisfactory tool, stated that MTC was working on an open source replacement expected in 2026, and stated that I was being added to requested mailing lists. More than two weeks later, I still had not received a response or clarity regarding the



"reliable" notices, and staff later stated that a colleague would be asked to ensure my email was added to the requested lists.

The County Transportation Agency ("CTA") notice issue is likewise documented. Plan Bay Area Public Information stated that MTC and ABAG hosted meetings were listed on Plan Bay Area, MTC, and ABAG websites, but that MTC staff presentations at CTAs were not MTC/ABAG meetings and were noticed by the individual CTAs. I had specifically raised the lack of advance notice for the Contra Costa Transportation Authority presentation during the November 19, 2025 Authority Board meeting.

On July 15, 2026, I also submitted public comment on the Draft 2026 PPP. That comment stated that the Draft PPP did not demonstrate that MTC corrected the public participation infrastructure that had failed during Plan Bay Area 2050+ and related MTC-administered processes. It identified documented problems with public notice, meeting discoverability, Legistar/Granicus alerts, email list reliability, CTA presentation notice, MTC/ABAG responsiveness, and the absence of a single authoritative public schedule for Plan Bay Area presentations, funding decisions, and related regional transportation actions.

The Draft 2027 TIP is now relying on that same public participation environment. Therefore, MTC should not make the proposed finding that the 2027 TIP was developed in accordance with the PPP unless it provides a specific written response explaining how the PPP defects identified in the July 15, 2026 comment have been corrected before this TIP is adopted.

IV. MTC should reconcile the August 12 committee materials schedule before the comment period closes.

Draft 2027 TIP Volume I states on page I-7 that the August 12, 2026 Programming and Allocations Committee presentation of the Draft 2027 TIP and Conformity Analysis will occur one day before the August 13 close of public review and comment. Volume I further states that the agenda for that meeting, including the draft document, is posted publicly one week ahead of the meeting, and that interested persons are invited to submit written or oral comments. See Draft 2027 TIP Volume I, p. I-7.

MTC's Draft 2027 TIP landing page, however, states that the meeting Zoom link and accessibility instructions will be posted to the Meetings & Events webpage no less than 72 hours before the public meeting. The landing page does not state that the agenda will be posted only 72 hours before the meeting. But the landing page also does not clearly confirm the one-week agenda posting commitment stated in Volume I.

MTC should reconcile these public statements before the comment period closes. If Volume I promises one week public posting of the August 12 agenda and draft document materials, MTC should confirm that the August 12 Programming and Allocations Committee agenda, staff report, staff presentation, Zoom link, accessibility instructions, and any committee materials will be posted at least one week before the meeting.

If any committee materials are posted later than one week before the meeting, MTC should extend the August 13 written comment deadline for a reasonable period after those materials are posted. A 72-hour minimum for the Zoom link and accessibility instructions may satisfy a baseline meeting



access requirement. Still, it does not provide meaningful review for a 407-project, \$13.8 billion Draft TIP, 497-page Volume II project list, grouped listings, Conformity Analysis, federal performance report, project selection report, and FTA Program of Projects finding.

The schedule also provides only August 14 through August 22 for MTC staff to review all public comments, revise the TIP and Conformity Analysis as needed, and compile responses to significant comments, before September 9 committee review and September 23 Commission approval. See Draft 2027 TIP Volume I, p. I-7. That schedule is too compressed for meaningful review of significant comments if comments raise grouped listing, conformity, PPP, Program of Projects, and project selection defects.

V. MTC's regional role requires active facilitation, not jurisdictional deflection.

MTC cannot treat the Draft 2027 TIP as a regional program when seeking federal approval, conformity findings, performance findings, and Program of Projects findings, but then point the public outward to each project sponsor or implementing agency for the details needed to evaluate the projects.

Draft 2027 TIP Volume II states that MTC manages the TIP through the web-based Fund Management System ("FMS"), and that FMS contains detailed project information for every project in the TIP, including project descriptions, schedules, funding plans, and approved revisions. It then states that, for questions regarding specific projects, members of the public should contact the project sponsor or implementing agency directly. Volume II also states that project sponsors, CTAs, and federal and state partners may request FMS accounts to gain additional access, submit new projects, request revisions, and review project history. See Draft 2027 TIP Volume II, p. II-3.

That structure creates an information imbalance. Public users may view the current approved version of each project, but sponsors and agencies have broader access and project history. Meanwhile, MTC directs the public to sponsors for project-specific questions, even though MTC is the federally designated MPO, the regional transportation planning agency, the TIP approving body, and the entity making public participation, conformity, fiscal constraint, performance, and Program of Projects findings.

The attached March 11, 2026 Transportation Development Act Article 3 ("TDA-3") correspondence illustrates the broader problem. In that correspondence, MTC staff described the transportation funding landscape as a patchwork of local, regional, state, and federal funding programs with different eligibility requirements and competing interests. Yet the same staff response stated that MTC allocates TDA-3 funds, is the gatekeeper, can insert its own policies into the program, reviews projects and paperwork, and has final approval over which projects get funded, while also relying on cities and counties to ensure project details are accurate.

That correspondence documents the circular deferral problem: MTC describes itself as gatekeeper, policy inserter, allocator, and final approver, yet asserts that accuracy is up to the County; the County, in turn, relies on MTC for policy interpretation and accuracy determinations. The result is that the public is left without a clearly responsible agency.

That is the same problem embedded in the Draft 2027 TIP. MTC is the regional entity that assembles the TIP, controls the FMS platform, approves the TIP, makes conformity findings, and

claims the public process satisfies FTA Program of Projects requirements. MTC should not simultaneously place the burden on the public to chase individual sponsors, CTAs, operators, cities, counties, Caltrans, FHWA, FTA, or external websites for the details needed to evaluate the Draft TIP.

The final TIP record should provide a complete public access pathway for every project and grouped listing. That means stable links, clear project status, current project description, sponsor, implementing agency, funding phase, funding source, total cost, Plan Bay Area 2050+ consistency basis, air quality exempt code, conformity treatment, performance benefit claimed, and public contact. For grouped listings, that information should be provided in a searchable, downloadable, version-controlled format, not only in static Portable Document Format ("PDF") files and external sponsor records.

VI. The official MTC grouped listings page makes the grouped listings part of the core public review record.

The official MTC 2027 TIP Grouped Listings page states that federal regulations allow MPOs to group or combine projects that are not considered appropriate in scale for individual listing. It further states that grouped projects may be grouped by function, work type, or geography; must be consistent with EPA's transportation conformity regulations at 40 C.F.R. Part 93; and that once projects are grouped, the MPO is required to maintain a detailed list of the projects contained in each group outside the TIP.

That statement makes the grouped listings part of the public review record, not merely an administrative appendix. The Draft 2027 TIP cannot be meaningfully reviewed if the details of grouped projects are outside the main TIP document, updated separately, listed as pending, and available only through separate backup files that the public must locate and interpret one by one.

The official MTC grouped listings page lists 24 grouped listings and identifies each as Revision 2027-00 with an approval date of "Pending." See 2027 TIP Grouped Listings.

That "Pending" status matters. MTC should clarify whether these grouped listings are final enough to support public review, the Conformity Analysis, the federal performance findings, and the FTA Program of Projects determination. If the grouped listings remain pending during the public comment period, MTC should not treat the public review as complete unless the public is given a reasonable opportunity to review any final or revised grouped listing materials before the TIP, Conformity Analysis, and Program of Projects findings are adopted.

Draft 2027 TIP Volume II independently confirms the importance of grouped listings. It states that Volume II contains the complete list of projects included in the 2027 TIP and supporting information for grouped project listings. It also states that the 2027 TIP includes 407 projects, \$13.8 billion programmed during the four-year TIP period, and backup lists for grouped projects. Volume II explains that grouped listings are permitted for certain transportation conformity exempt project types, with backup documentation detailing the individual projects included. See Draft 2027 TIP Volume II, p. II-3.

Volume II also states that grouped listings are updated frequently as projects are added, removed, or revised, and that the most current backup listings are available on the MTC website. See Draft

2027 TIP Volume II, p. II-4. That reinforces the public review problem: if grouped listings are updated separately and frequently, then MTC must make clear which version is part of the Draft 2027 TIP public review record, which version supports the Conformity Analysis, and which version the Commission is being asked to approve.

#### VII. Grouped listings create a traceability problem, not merely a formatting problem.

The issue is not that grouped listings exist. The issue is that grouped listings make it difficult for the public to trace each project from funding decision to project scope, current status, Plan Bay Area 2050+ consistency, air quality exemption, conformity treatment, performance claim, and responsible agency.

Draft 2027 TIP Volume II states that FMS contains detailed project descriptions, schedules, funding plans, and approved revisions, but then directs the public to project sponsors or implementing agencies for project-specific questions. It also states that sponsors, CTAs, and federal and state partners may receive additional FMS access, including the ability to submit projects, request revisions, and review project history. See Draft 2027 TIP Volume II, p. II-3.

The result is a fragmented record:

- Volume II provides summary listings.
- Grouped listing backup files provide partial project details.
- FMS provides current approved project records.
- Sponsors and implementing agencies hold project-specific explanations.
- Caltrans, FHWA, FTA, transit operators, CTAs, cities, or counties may hold the current external project lists.
- The Conformity Analysis relies on the project classifications.
- The public must stitch the record together.

That is not meaningful public review.

The official grouped listings page states that grouped projects must be consistent with EPA transportation conformity regulations at 40 C.F.R. Part 93. See 2027 TIP Grouped Listings. Volume II defines the "Air Quality Exempt Code" as the air quality exemption status under 40 C.F.R. Part 93. See Draft 2027 TIP Volume II, p. II-5.

But the current public record does not provide a simple public crosswalk from:

individual grouped project → scope → exempt code → conformity category → basis for excluding it from regional emissions modeling → performance claim → responsible sponsor or implementing agency.

That is the traceability failure.

Grouping may be appropriate for some small, routine, or categorically exempt projects. But the current grouped listing structure is being used for materially different types of records: freeway operations, State Highway Operation and Protection Program ("SHOPP") activities, safety work, bridge rehabilitation, transit operating assistance, transit preventive maintenance, ADA paratransit support, FTA Section 5310 mobility for seniors and persons with disabilities, FTA Section 5311 rural

transit, Lifeline Transportation Program service, Bus Accelerated Infrastructure Delivery ("BusAID"), PROTECT planning studies, federal lands, and tribal transportation.

MTC does not need the public to describe those files back to it. MTC knows what is in them. What the public needs is a coherent way to trace the significance of those records. As currently presented, the grouped listings complicate understanding rather than improving it.

At minimum, grouped listings raise the following public review problems.

A. They split the record across multiple systems.

MTC's main TIP, Volume II, FMS, grouped listing PDFs, sponsor records, and external agency websites do not operate as one transparent record. The public should not have to move from the Draft TIP landing page, to Volume II, to the grouped listings page, to individual backup files, to FMS, to Caltrans, to a transit operator, to a local sponsor, or to FHWA to understand project scope, funding status, exemption basis, or responsible agency.

B. They are labeled pending.

All grouped listings on MTC's grouped listings page are identified as Revision 2027-00 with an approval date of "Pending." See 2027 TIP Grouped Listings. MTC should explain whether "Pending" means pending MTC approval, pending state approval, pending federal approval, pending incorporation into the Federal Statewide Transportation Improvement Program ("FSTIP"), pending final grouped listing revisions, or merely pending as part of the public comment draft package.

C. They are frequently updated.

Volume II states that grouped listings are updated frequently as projects are added, removed, or revised. See Draft 2027 TIP Volume II, p. II-4. If grouped listings are frequently updated, the public needs version control and a statement identifying the grouped listing version that supports the Draft 2027 TIP and Conformity Analysis.

D. They do not consistently identify current status.

Some grouped listing materials mix current TIP period funds, prior year funds, future year funds, carryforward entries, archived projects, delayed projects, and older program year materials. Volume II explains that prior-year funding and future-year funding may be shown for information only. See Draft 2027 TIP Volume II, p. II-6. But the grouped listing records do not consistently provide a simple status field identifying whether a project is active, completed, carried forward, obligated, delayed, archived, removed, pending, or informational only.

E. They obscure conformity traceability.

The grouped listing page ties grouped listings to 40 C.F.R. Part 93 exempt project classifications. See 2027 TIP Grouped Listings. The Conformity Analysis evaluates implementation of all regionally significant and non-exempt transportation projects. See Conformity Analysis, Executive Summary. But the public record does not provide a project-level crosswalk showing which grouped projects are exempt, which are non-exempt, what exemption category applies, and why the scope supports that treatment.

F. They make it difficult to distinguish small exempt projects from operationally significant projects.

A grouped listing may include projects that are small and routine. It may also include projects involving ramp metering, Transportation Operations System ("TOS") elements, Transportation Management System ("TMS") elements, high-occupancy vehicle ("HOV") bypass lanes, bridge work, roadway realignment, financial contribution only arrangements, ADA improvements, or service operating support. The issue is not that such projects are necessarily improper. The issue is that the public cannot easily determine whether a project is a minor exempt action, part of a larger corridor program, part of a future capacity or operational change, or connected to separate environmental review.

G. They are not uniformly searchable, mapped, or machine readable.

Volume II states that MTC provides an online map and data dashboard, but also acknowledges that some projects are not displayed on the map because they are not tied to a specific location, including transit operations, planning projects, studies, and programmatic work. See Draft 2027 TIP Volume II, p. II-4. Those are precisely the types of projects most likely to be buried in grouped listings. Static PDF files are not enough for traceability across 24 grouped listings.

MTC should therefore provide a single grouped listing crosswalk before adopting the Draft 2027 TIP and Conformity Analysis. For each grouped project, the crosswalk should identify:

1. grouped listing title and TIP identification number;
2. individual project name;
3. sponsor;
4. implementing agency;
5. county, city, corridor, route, and post mile limits where applicable;
6. project description;
7. funding phase;
8. fund source;
9. prior year, current TIP year, and future year funding;
10. current status;
11. approval status;
12. air quality exempt code;
13. conformity category;
14. basis for exemption;
15. Plan Bay Area 2050+ consistency category;
16. performance benefit claimed;
17. whether the project includes widening, ramp work, HOV bypass lanes, shoulder work, road realignment, bridge widening, TOS/TMS elements, signal changes, ADA upgrades, financial contribution only arrangements, or external project lists maintained outside MTC's record;
18. environmental clearance status where available; and
19. public contact.

Without that crosswalk, grouped listings complicate rather than clarify public review.

VIII. The Conformity Analysis depends on a project list and exemption record that must be publicly traceable.

The Conformity Analysis states that it presents the initial transportation conformity determination for the 2027 TIP and re-conforms Plan Bay Area 2050+. It further states that the analysis evaluates emissions from implementation of the long-range regional plan and TIP, including all regionally significant and non-exempt transportation projects. See Conformity Analysis, Executive Summary.

The Conformity Analysis states that travel activity forecasts were generated in spring 2026 using MTC's Travel Model 1.6, emissions were estimated using EMFAC2021 with EPA-approved adjustment factors from November 2025 and May 2026, and conformity was tested using the ozone emissions budget test and the fine particulate matter ("PM2.5") baseline interim emissions test. It concludes that the 2027 TIP and Plan Bay Area 2050+ conform to the SIP. See Conformity Analysis, Executive Summary.

That conclusion depends on correctly identifying which projects are regionally significant and non-exempt, which projects are exempt, which grouped listings are validly grouped, and whether project scopes have been accurately described.

This is why the grouped listing traceability problem is material. The public must be able to verify how the Conformity Analysis treats individual projects, grouped projects, exempt projects, non-exempt projects, and regionally significant projects. A conformity conclusion cannot be meaningfully reviewed if the project scope and exemption basis are scattered across the main TIP, grouped listings, FMS, and sponsor records.

Before adoption, MTC should provide a project-level Conformity Analysis crosswalk that identifies:

1. all regionally significant projects included in the regional emissions analysis;
2. all non-exempt projects included in the regional emissions analysis;
3. all exempt projects excluded from regional emissions analysis;
4. all grouped listing projects treated as exempt;
5. the specific 40 C.F.R. Part 93 category used for each exempt project;
6. whether the project includes widening, realignment, HOV bypass lanes, ramp work, TOS/TMS elements, new lanes, new turn lanes, intersection reconfiguration, or other capacity or traffic pattern elements;
7. why any such elements do not alter the conformity treatment; and
8. where the public can review the basis for each determination.

MTC should also explain how the Conformity Analysis addresses the prior Plan Bay Area 2050+ forecast comments incorporated above. The Conformity Analysis relies on Plan Bay Area 2050+ socioeconomic and land use forecasts and travel modeling assumptions. I previously objected that the Plan and DEIR relied on a single primary forecast without a high, medium, and low growth envelope and without adequate disclosure of the range of outcomes. MTC should provide a written response explaining why those forecast comments do not affect the Draft 2027 TIP conformity determination.

IX. MTC's performance findings depend on sponsor data that must be verifiable.

The TIP Federal Performance Supplemental Report states that performance-based planning and programming is intended to improve the efficiency and effectiveness of transportation investments, support informed decision making, and increase accountability and transparency. It also states that MTC is responsible for establishing regional targets and incorporating them into planning and programming processes, including the TIP and long-range transportation plan.

The same report states that the 2027 TIP includes more than 400 transportation projects and programs representing \$13.8 billion in committed funding, and that MTC collected data from project sponsors to complete the analysis. See TIP Federal Performance Supplemental Report.

This is useful, but it raises a verification issue. If MTC's performance findings depend on sponsor-provided project purpose, benefit, timing, and scope data, the public must be able to verify the sponsor data. The attached TDA-3 correspondence shows why this matters: MTC may rely on cities and counties for project accuracy while simultaneously retaining final approval and policy authority.

For each project or grouped listing that supports a safety, state of good repair, accessibility, equity, VMT, reliability, congestion reduction, environmental sustainability, transit frequency, transit capacity, transit reliability, or Complete Streets claim, MTC should provide:

1. sponsor-provided project purpose;
2. MTC's review of that purpose;
3. performance metric affected;
4. quantitative or qualitative benefit claimed;
5. source data used;
6. whether the project was classified by sponsor self-report, MTC review, or both;
7. correction process for inaccurate sponsor entries; and
8. public contact for data verification.

Without this, the performance report risks becoming a sponsor data aggregation exercise rather than an accountability document.

X. FTA Program of Projects review must be rider accessible, especially for ADA, Section 5310, Lifeline, rural transit, operating assistance, and preventive maintenance.

MTC's Draft 2027 TIP Volume III includes proposed MTC Resolution No. 4786, which would find that the public participation process conducted for the 2027 TIP satisfies the public involvement requirements of the FTA annual Program of Projects. See Draft 2027 TIP Volume III, Appendix A, p. III-7.

That finding should not be made unless the public process is accessible to the people most affected by FTA-funded transit programs, including transit riders, seniors, persons with disabilities, paratransit users, low income riders, rural transit users, and human services transportation users.

This concern is heightened because several grouped listings are not merely capital project lists. They include operating assistance, preventive maintenance, paratransit support, FTA Section 5310



Enhanced Mobility for Seniors and Persons with Disabilities, FTA Section 5311 Rural Area Program, and Lifeline Transportation Program service. The issue is not whether those programs are worthwhile. The issue is whether the people most affected by those programs can understand the Draft TIP record and comment meaningfully.

A technical TIP comment page and grouped listing PDFs are not enough to show meaningful, rider-accessible public involvement. For FTA Program of Projects purposes, MTC should provide a plain language table for each transit operator and human services transportation program identifying:

1. operator or subrecipient;
2. program;
3. route or service area;
4. whether the funding preserves service, restores service, expands service, replaces vehicles, funds operating assistance, supports paratransit, or supports mobility management;
5. affected riders or populations;
6. funding amount;
7. program year;
8. whether the funding is current, carried forward, obligated, pending, or prior year informational;
9. public contact; and
10. how riders can submit comments in an accessible format.

MTC should not make the Program of Projects finding until it can demonstrate that these materials were made accessible to affected riders, not only to agency staff and technical reviewers.

XI. Current, prior year, carryforward, delayed, archived, removed, and pending project status must be clear.

Draft 2027 TIP Volume I states that development of the 2027 TIP began with an assessment of progress since adoption of the 2025 TIP. It states that 112 projects have been archived as completed or otherwise removed from the TIP, and that 33 projects experienced schedule delays and remain active. See Draft 2027 TIP Volume I, p. I-5.

That information is important, but it is not enough.

The project list, grouped listings, and backup files mix current TIP period funds, prior year funds, future funds, historical backup lists, carryforward amounts, archived projects, delayed projects, removed projects, and informational entries. Volume II explains that prior years funding is shown for information only and that future years funding is also shown for information only. See Draft 2027 TIP Volume II, p. II-6. But the grouped listing files do not consistently provide a simple public status field.

This is especially problematic where the official grouped listings page identifies all 24 grouped listings as Revision 2027-00 with approval status "Pending." See 2027 TIP Grouped Listings. If the grouped listings are pending, the public needs to know whether that means pending final approval, pending federal approval, pending MTC approval, pending incorporation into the Federal Statewide



Transportation Improvement Program, or simply pending as part of the public comment draft package.

Every project and grouped listing row should include a status field that clearly states whether the item is:

- active current TIP programming;
- carried forward;
- federally obligated;
- completed;
- delayed;
- archived;
- removed;
- prior year informational only;
- future year informational only; or
- pending approval.

Without that field, the public cannot determine which projects are part of the Draft 2027 TIP action and which are included only for accounting, historical context, or future reference.

XII. The public review period should be extended or supplemented.

The Draft 2027 TIP record is extensive. It includes the Volume I overview, a 497-page Volume II project list, Volume III appendices, the Conformity Analysis, grouped listings, the Federal Performance Supplemental Report, the Project Selection and Prioritization Supplemental Report, the online TIP map, the TIP data dashboard, and FMS.

Volume II states that the online map displays the geographic location of most projects, but that some projects are not displayed because they are not tied to a specific location, including transit operations, planning projects, studies, and programmatic work. See Draft 2027 TIP Volume II, p. II-4. That means the most important public review details for many transit, planning, and programmatic projects are not necessarily visible in the map.

MTC should extend the written comment deadline or provide a supplemental comment period after:

1. the August 12 Programming and Allocations Committee agenda, staff report, staff presentation, Zoom link, and accessibility instructions are posted;
2. the grouped listings are provided in searchable and downloadable table form;
3. the Conformity Analysis crosswalk described above is made available;
4. the FTA Program of Projects plain language transit table is made available; and
5. MTC provides a written response to prior PPP and Plan Bay Area 2050+ public participation objections.

At minimum, if MTC posts any committee materials, staff revisions, comment summaries, response matrices, grouped listing updates, or conformity clarifications after August 12, it should

reopen or extend public comment before the September 9 committee review and September 23 Commission approval.

XIII. Requested revisions and responses before adoption.

Please have MTC take the following actions before adopting the Draft 2027 TIP, approving the Conformity Analysis, or making PPP and Program of Projects findings.

1. Respond to prior Plan Bay Area 2050+ comments.

MTC should provide a written response explaining how the Draft 2027 TIP and Conformity Analysis address prior comments regarding forecast risk, single forecast reliance, lack of high, medium, and low growth envelopes, VMT uncertainty, climate/GHG mitigation enforceability, local implementation risk, and public participation barriers.

2. Respond to the July 15, 2026 PPP comment.

MTC should provide a written response explaining how the PPP defects identified in my July 15, 2026 comment were corrected before MTC makes a finding that the 2027 TIP was developed in accordance with the PPP.

3. Reconcile the August 12 committee posting issue.

MTC should confirm that the August 12 Programming and Allocations Committee agenda, staff report, staff presentation, Zoom link, accessibility instructions, and all committee materials will be posted at least one week before the meeting, consistent with Draft 2027 TIP Volume I page I-7. If not, the written comment deadline should be extended.

4. Make grouped listings fully reviewable.

MTC should provide all grouped listings in searchable, downloadable, version-controlled table format, with individual project status, funding phase, air quality exempt code, project location, sponsor, implementing agency, Plan Bay Area 2050+ category, conformity treatment, performance claim, and public contact.

5. Clarify pending grouped listing status.

Because the official MTC grouped listings page identifies all 24 grouped listings as Revision 2027-00 with approval date "Pending," MTC should explain what "Pending" means, what action remains pending, and whether the grouped listings are final enough to support public review, the Conformity Analysis, performance findings, and Program of Projects findings. See 2027 TIP Grouped Listings.

6. Provide a conformity exemption crosswalk.

MTC should provide a project-level crosswalk showing which projects are modeled, which are exempt, which are grouped, which are regionally significant, which are non-exempt, and what exemption category applies.

7. Explain grouped projects with widening, ramp, HOV, TOS, TMS, realignment, operational, or financial contribution only elements.

For any grouped project that includes ramp widening, roadway widening, HOV bypass lanes, shoulder work, road realignment, bridge widening, TOS elements, TMS elements, intersection reconstruction, traffic pattern changes, or financial contribution only arrangements, MTC should explain why the project's conformity treatment remains valid and where the public can review the basis.

8. Provide a public verification process for sponsor data.

MTC should disclose how sponsor-provided data were reviewed and validated for project purpose, performance benefit, funding status, schedule, scope, and Plan Bay Area 2050+ consistency.

9. Make FTA Program of Projects information rider accessible.

MTC should provide plain-language, rider-facing tables for ADA paratransit, FTA Section 5310, FTA Section 5311, Lifeline, operating assistance, preventive maintenance, and other transit projects that identify affected routes, services, riders, operators, service areas, funding amounts, and current status.

10. Add a current status field to every project and grouped listing row.

Every project and grouped listing row should state whether the item is active, carried forward, obligated, completed, delayed, archived, removed, prior-year informational only, future-year informational only, or pending approval.

11. Do not make Program of Projects findings without accessible outreach evidence.

MTC should not find that the TIP process satisfies FTA annual Program of Projects public involvement requirements unless MTC demonstrates that affected riders, seniors, persons with disabilities, paratransit users, rural transit users, and low income riders received accessible notice and meaningful opportunity to comment.

12. Do not adopt the Conformity Analysis without a complete public project crosswalk.

MTC should not approve the Conformity Analysis until the public can trace the analysis from project list to grouped listing to exemption code to modeling treatment.

13. Extend or reopen the comment period if significant new materials are posted.

If MTC posts staff revisions, committee materials, grouped listing updates, comment summaries, response matrices, or conformity clarifications after August 12, MTC should extend or reopen the written comment period before final committee and Commission action.

#### XIV. Conclusion.

The Draft 2027 TIP is a major implementation document. It programs more than \$13.8 billion in committed funding, includes more than 400 projects, supports more than \$62 billion in total project costs, relies on Plan Bay Area 2050+ for project consistency, supports air quality conformity findings, advances federal performance claims, and proposes to satisfy FTA Program of Projects public involvement requirements.

That is too consequential for the public to be asked to accept a fragmented record consisting of a large project list, separate grouped listings, pending grouped listing approvals, FMS entries, external sponsor records, sponsor-provided data, multiple websites, and a compressed comment schedule.

MTC is the regional transportation planning, financing, coordinating, and MPO entity for the nine-county Bay Area. It cannot rely on regional authority for funding and conformity purposes while deflecting accountability for project information to sponsors, CTAs, operators, Caltrans, or other implementing agencies when the public asks for the information needed to evaluate the TIP.

Public participation requires more than a comment form. It requires a complete, accessible, traceable, and coherent public record. The Draft 2027 TIP and Conformity Analysis should be revised before adoption to provide that record.

Please confirm receipt of this comment, identify how it will be logged, state whether it will be included in the official administrative record, and provide a written response to each requested revision before the Programming and Allocations Committee and Commission take final action.

Respectfully submitted,

Brian C. Swanson, AICP

City of San Ramon/Contra Costa County Resident

#### Attachments/Prior Comments Incorporated by Reference

1. December 18, 2025 Public Comment on Plan Bay Area 2050+ Procedural Barriers (included in-line on this email chain after Attachment 4 listed below).
2. December 18, 2025 Public Comment Opposing Draft Plan Bay Area 2050+ (Attachment 1).
3. December 18, 2025 Public Comment on Plan Bay Area 2050+ Draft EIR (Attachment 7).
4. July 15, 2026 Public Comment on Draft 2026 Public Participation Plan (included in-line on this email chain directly below this message)
5. March 11, 2026 TDA-3/Complete Streets/Funding Accountability Correspondence (Attachment 6 of this message).
6. December 2025 Legistar/Granicus Calendar Alert Correspondence (Attachment 4 of this message).
7. November 2025 Plan Bay Area 2050+ CTA Presentation Notice Correspondence (Attachment 5 of this message).
8. December 2025 Search Discoverability Screenshots for Plan Bay Area 2050+ (Attachments 2 and 3 of this message)

#### *Response*

Thank you for your comments. Your interest is appreciated, and your comments are part of the official record.

The regional transportation conformity analysis is conducted in accordance with the federal Clean Air Act and U.S. Department of Transportation conformity regulations and is focused on

demonstrating that the adopted long-range regional plan and Transportation Improvement Program conform to the applicable National Ambient Air Quality Standards (NAAQS) through consistency with the State Implementation Plan. Consistent with federal requirements, the conformity determination is based on the latest adopted planning assumptions and EPA-approved emissions models and does not require evaluation of alternative growth scenarios or sensitivity testing beyond the required conformity tests.

As documented in the report, the conformity analysis evaluates regional on-road mobile-source emissions for multiple analysis years (2030, 2040, and 2050), each of which reflects different forecasted levels of population and employment growth and corresponding changes in travel activity, vehicle miles traveled (VMT), mode share, and emissions outcomes. This multi-year analysis provides information on how emissions change over time as the region grows and as adopted transportation and land use strategies are implemented.

The conformity analysis does not test alternative assumptions regarding future travel behavior or mode choice beyond those represented in the adopted travel model. Travel Model 1.6.1 reflects observed travel behavior, past trends, and survey data, and forecasts those relationships into the future based on the adopted planning assumptions. Additional detail on the structure and behavior of the travel model used in the conformity analysis is provided in Subsection Travel Model 1.6.1: Travel Model, including documentation of the model's utility expressions and choice model definitions (see footnote 5). MTC staff also conducted travel model sensitivity testing as part of the development of the Sustainable Communities Strategies for Plan Bay Area 2050 and Plan Bay Area 2050+, where alternative assumptions and strategies were evaluated. The regional transportation conformity analysis applies the adopted planning assumptions and model configuration resulting from that process, consistent with federal conformity requirements.

Based on the required analyses and procedures, the regional transportation conformity analysis and findings documented in this report meet all applicable federal transportation conformity requirements, and no changes to the emissions analysis or conformity findings are warranted as a result of this comment.

The MTC Commission will consider these comments as part of its consideration of the final transportation conformity analysis. Your comments regarding Plan Bay Area 2050+, public participation, project selection, performance reporting, project transparency, and funding accountability have been shared with the appropriate MTC staff and have been included in the administrative record for the Draft 2027 TIP and related materials.

## **Letter 2      Caltrans Air Quality Conformity Branch**

August 12, 2026

### *Comment*

Hello All,

Thank you for the opportunity to review MTC's Draft 2027 Transportation Improvement Program.

Here are the Air Quality Conformity Branch's comments for the MTC Draft 2027 Transportation Improvement Program

| Comments                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 93.110 The information is also located in Appendix B; please also clearly state the "time the conformity analysis begins".                                                                                                                                 |
| 93.122 (a) (4,5,6,7) It is recommended to include items requested in the criteria, as items were not found in the referenced pages or within the document.                                                                                                 |
| 93.122 (b) (b)(1)(v) It is recommended to better document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with travel times estimated from final assigned traffic volumes. It was not found in the referenced pages. |
| 93.122 (b) (3) It is recommended to better clarify the use of HPMS, or locally developed count-based program or procedures that have been chosen through consultation process, to calibrate the network-based travel model estimates.                      |

Please let us know if you have any questions.

Thank you.

Best,

Kevin Hernandez Rios M.S.  
Transportation Planner, Air Quality Conformity Branch  
Office of Air Quality Conformity and Resiliency Planning

#### *Response*

Thank you for your comments. Your suggestions have been incorporated into the final draft and are part of the official record.

In accordance with 40 CFR §93.110(a, b), additional information regarding when the conformity analysis begins was added to page 11. Page references in the MPO Air Quality Conformity Checklist were also corrected and expanded to identify the locations of the materials referenced in the applicable guideline criteria, consistent with 40 CFR §93.122(a, 4, 5, 6, 7).

Additional clarification was added on the use of Utility Expression Calculators (UECs) to account for zone-to-zone travel impedances in discrete choice modeling, in accordance with CFR §93.122 (b)(1)(v).

A link to additional documentation describing the TM1.6.1 calibration and validation methods was added to page 13. This documentation clarifies the use of locally developed count-based programs or procedures selected through the consultation process to calibrate network-based travel model estimates, in accordance with CFR §93.122 (b) (3).

MTC will consider these comments as part of its consideration of the final transportation conformity analysis.

# Appendix I. MPO Air Quality Conformity Checklist

Table 14. MPO Air Quality Conformity Checklist

| 40 CFR                              | Criteria                                                                                                                                                                                                                     | Ch, Section, Page                                                    | Comments |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------|
| <a href="#">§93.102</a>             | Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.                                      | Regulatory Framework, pp. 5-6                                        |          |
| <a href="#">§93.102 (b)(2)(iii)</a> | PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget                                                                                        | N/A                                                                  |          |
| <a href="#">§93.102 (b)(2)(iv)</a>  | PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor to the PM 2.5 nonattainment problem or that the SIP does not establish a budget (otherwise, conformity applies for NOx) | Conformity Demonstration, pp. 19-20                                  |          |
| <a href="#">§93.102 (b)(2)(v)</a>   | PM2.5 areas: document if both EPA and the state have found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget                                                                           | N/A                                                                  |          |
| <a href="#">§93.104 (b, c)</a>      | Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.        | Introduction, p. 2                                                   |          |
| <a href="#">§93.104 (e)</a>         | If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.                                           | N/A – no new motor vehicle emission budget included in this analysis |          |

| 40 CFR                             | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Ch, Section, Page                                                                                 | Comments                                                                                               |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| <a href="#">§93.106</a>            | If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years." Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Document that the last year of the transportation plan's forecast period is a horizon year ((a)(1)(iv)). | N/A                                                                                               | Marginal for ozone nonattainment & region was re- designated to attainment for carbon monoxide in 2018 |
| <a href="#">§93.106 (a)(2)(ii)</a> | Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.                                                                                                                                                                                                                                                                                                                                                                     | Appendix C: Regionally Significant Projects, p. C-1, and Table 2. Modeled Network Capacity, p. 14 |                                                                                                        |
| <a href="#">§93.108</a>            | Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Regional Plans, Programs, and TCMs: pp. 8-9, and Appendix D: Projects in the 2027 TIP, p. D-1     |                                                                                                        |



| 40 CFR                         | Criteria                                                                                                                                                                                                                                                                                                                             | Ch, Section, Page                                                                     | Comments |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------|
| <a href="#">§93.109 (a, b)</a> | Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.                                                                                                                                                                                          | Regional Plans, Programs, and TCMs: pp. 8-9                                           |          |
| <a href="#">§93.109 (c-k)</a>  | Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.                    | Conformity Demonstration; pp. 19-21                                                   |          |
| <a href="#">§93.109 (e)</a>    | Document if the area has a limited maintenance plan and from where that information is found.                                                                                                                                                                                                                                        | N/A                                                                                   |          |
| <a href="#">§93.109 (f)</a>    | Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found.                                                                                                                                                                                                                    | N/A                                                                                   |          |
| <a href="#">§93.110 (a, b)</a> | Document the use of latest planning assumptions (source and year) at the “time the conformity analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun. | Modeling & Assumptions, pp. 11-17; Appendix B. Latest Planning Assumptions, pp. B1-B2 |          |
| <b>USDOT/EPA guidance</b>      | Document that planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years include justification for not reviewing and updating assumptions at least every 5 years.                                                                                              | Modeling & Assumptions, pp. 11-15                                                     |          |

| 40 CFR                            | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Ch, Section, Page                                                                                                                                       | Comments                                                                                                                     |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <a href="#">§93.110 (c,d,e,f)</a> | Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the use of the latest transit fares and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f). | c) & d) Modeling and Assumptions, pp. 12-14; e) Regional Plans, Programs, and TCMs, pp. 9-10; f) Interagency Consultation and Public Involvement, p. 25 | TCMs A-E from our applicable SIP (2001 Ozone Attainment Plan) have all been fully implemented and there have been no updates |
| <a href="#">§93.111</a>           | Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.                                                                                                                                                                                                                                                         | Modeling and Assumptions, pp. 15-17                                                                                                                     |                                                                                                                              |
| <a href="#">§93.112</a>           | Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.                                                                                                       | Interagency Consultation & Public Involvement, pp. 25-26                                                                                                |                                                                                                                              |
| <a href="#">§93.113</a>           | Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.                                                                                                            | Regional Plans, Programs, and TCMs, pp. 8-10                                                                                                            |                                                                                                                              |

| 40 CFR                            | Criteria                                                                                                                                                                                                                                                                                                                                                                                          | Ch, Section, Page                                                                          | Comments                                                                                               |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| <a href="#">§93.114</a>           | Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).                                                                                                                                                                                                                                      | Modeling and Assumptions, pp. 11-17                                                        |                                                                                                        |
| <a href="#">§93.115</a>           | Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.                                                                                                                                                                                            | Regional Plans, Programs, and TCMs, pp. 9-11; Appendix D: Projects in the 2027 TIP, p. D-1 | TIP ID number cross-listed with corresponding RTP ID number                                            |
| <a href="#">§93.118 (a, c, e)</a> | For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs. | Regional Emissions Analysis, p. 22-25                                                      | See Table 6. Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day) |
| <a href="#">§93.118 (b)</a>       | Document for which years consistency with motor vehicle emissions budgets must be shown.                                                                                                                                                                                                                                                                                                          | Conformity Demonstration, pp. 19-21                                                        |                                                                                                        |
| <a href="#">§93.118 (c)</a>       | Document and demonstrate consistency with motor vehicle emissions budgets for each pollutant or pollutant precursor for which the area is in nonattainment or maintenance and for which the applicable SIP plan establishes a motor vehicle emissions budget.                                                                                                                                     | Regional Emissions Analysis, pp. 22-25                                                     |                                                                                                        |
| <a href="#">§93.118 (d)</a>       | Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years                                                                                                                                                                          | Conformity Demonstration, pp. 20-22                                                        |                                                                                                        |

| 40 CFR                                           | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Ch, Section, Page                      | Comments |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|----------|
|                                                  | in which specific analysis is not required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                        |          |
| <a href="#">§93.119 (a, b, c, d)<sup>1</sup></a> | For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.                                                                                                                                                       | Regional Emissions Analysis, pp. 22-25 |          |
| <a href="#">§93.119 (e)</a>                      | Document the appropriate baseline year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Conformity Demonstration, p. 19-21     |          |
| <a href="#">§93.119 (f)</a>                      | Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.                                                                                                                                                                                                                                                                                                                                                                          | N/A                                    |          |
| <a href="#">§93.119 (g)</a>                      | For areas without applicable SIP budgets: Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year. | Regional Emissions Analysis, p. 22     |          |

| 40 CFR                                | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Ch, Section, Page                                                           | Comments                                                                                                                       |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| <a href="#">§93.119 (h,i)</a>         | For areas without applicable SIP budgets: Document how the baseline and action scenarios are defined for each analysis year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Conformity Demonstration, p. 21                                             |                                                                                                                                |
| <a href="#">§93.122 (a)(1)</a>        | Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis                                                                                                                                                                                                                                                                                                                                          | Regional Plans, Programs, and TCMs, p. 9; Modeling & Assumptions, pp. 11-14 | See Appendix C for additional information on regionally significant projects                                                   |
| <a href="#">§93.122 (a)(2, 3)</a>     | Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs.<br><br>Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year. | Regional Plans, Programs, and TCMs, pp. 9-10                                | See Appendix E for additional information on TCMs.                                                                             |
| <a href="#">§93.122 (a)(4,5,6, 7)</a> | For nonregulatory measures that are not included in the TIP, include written commitments from appropriate agencies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Modeling & Assumptions, pp. 11-13                                           | Default EMFAC2021 Bay Area ambient temperatures & environmental conditions are consistent with those used in the Bay Area SIP. |

| 40 CFR                                           | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Ch, Section, Page                 | Comments                                                                                                                                                                                                            |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  | <p>Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios.</p> <p>Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.</p> <p>Document the method(s) used to estimate VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area.</p> |                                   |                                                                                                                                                                                                                     |
| <a href="#">§93.122 (b)(1)(i)</a> <sup>2</sup>   | <p>Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination.</p> <p>Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).</p>                              | Modeling & Assumptions, p. 11     |                                                                                                                                                                                                                     |
| <a href="#">§93.122 (b)(1)(ii)</a> <sup>2</sup>  | Document the land use, population, employment, and other network-based travel model assumptions.                                                                                                                                                                                                                                                                                                                                                                                                     | Modeling & Assumptions, p. 11     |                                                                                                                                                                                                                     |
| <a href="#">§93.122 (b)(1)(iii)</a> <sup>2</sup> | Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.                                                                                                                                                                                                                                                                                                        | Modeling & Assumptions, pp. 11-12 | <a href="https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf">https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf</a> |

| 40 CFR                                          | Criteria                                                                                                                                                                                                                                                                                                       | Ch, Section, Page                                                | Comments                                                                                                                                                                                                            |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <a href="#">§93.122 (b)(1)(iv)</a> <sup>2</sup> | Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.                                                                                         | Modeling & Assumptions, pp. 12-13; Emissions Modeling, pp. 15-16 | <a href="https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf">https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf</a> |
| <a href="#">§93.122 (b)(1)(v)</a> <sup>2</sup>  | Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. | Modeling & Assumptions, pp. 12                                   | <a href="https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf">https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf</a> |
| <a href="#">§93.122 (b)(1)(vi)</a> <sup>2</sup> | Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.                                                                                                                                                                                      | Modeling & Assumptions, p. 12                                    | <a href="https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf">https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf</a> |
| <a href="#">§93.122 (b)(2)</a> <sup>2</sup>     | Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.                                                                                                              | Modeling & Assumptions, p. 12                                    | <a href="https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf">https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf</a> |
| <a href="#">§93.122 (b)(3)</a> <sup>2</sup>     | Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.                                                                                         | Modeling & Assumptions, p. 13                                    | <a href="https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf">https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf</a> |
| <a href="#">§93.122 (d)</a>                     | In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.                                                                                                                                     | N/A                                                              |                                                                                                                                                                                                                     |

| 40 CFR                         | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Ch, Section, Page | Comments                                                                                                |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------|
| <a href="#">§93.122 (e, f)</a> | Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A               |                                                                                                         |
| <a href="#">§93.122 (g)</a>    | If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. The new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan ((g)(1)(i)) All plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination; (g)(1)(ii)) The design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous (g)(1)(iii)) | N/A               |                                                                                                         |
| <a href="#">§93.124</a>        | Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)). The previous regional                                                                                                                                           | N/A               | “Baseline year” test used for PM2.5 conformity and no comparison to previous regional analysis included |



| 40 CFR                                                                         | Criteria                                                                                                                                                                                                                                                                                                                                        | Ch, Section, Page                                  | Comments |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|----------|
|                                                                                | emissions analysis meets 93.118 or 93.119 as applicable ((g)(1)(iv))                                                                                                                                                                                                                                                                            |                                                    |          |
| <a href="#">§93.126</a> ,<br><a href="#">§93.127</a> , <a href="#">§93.128</a> | Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts. | Appendix D:<br>Projects in the<br>2027 TIP, p. D-1 |          |

<sup>1</sup> Note that some areas are required to complete both interim emissions tests.

<sup>2</sup> 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population.

**Disclaimers:** This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

Appendix I.

# Fiscal Constraint and Financial Plan for the 2027 TIP

TABLE 1: REVENUE

Metropolitan Transportation Commission

2027 TIP  
(\$'s in 1,000)

| Funding Source/Program |                                                                                                     | NOTES | 4 YEAR (FTIP Period) |             |             |             |              |
|------------------------|-----------------------------------------------------------------------------------------------------|-------|----------------------|-------------|-------------|-------------|--------------|
|                        |                                                                                                     |       | FY 2027              | FY 2028     | FY 2029     | FY 2030     | TOTAL        |
| LOCAL                  | Sales Tax                                                                                           |       | \$2,110,945          | \$2,160,445 | \$2,263,540 | \$2,312,000 | \$8,846,930  |
|                        | City                                                                                                |       |                      |             |             |             |              |
|                        | County                                                                                              |       | \$2,110,945          | \$2,160,445 | \$2,263,540 | \$2,312,000 | \$8,846,930  |
|                        | Gas Tax                                                                                             |       | \$809,200            | \$821,998   | \$835,747   | \$863,289   | \$3,330,234  |
|                        | Gas Tax (Subventions to Cities)                                                                     |       | \$438,869            | \$445,811   | \$453,268   | \$468,205   | \$1,806,153  |
|                        | Gas Tax (Subventions to Counties)                                                                   |       | \$370,330            | \$376,187   | \$382,480   | \$395,084   | \$1,524,082  |
|                        | Other Local Funds                                                                                   |       |                      |             |             |             |              |
|                        | County General Funds                                                                                |       |                      |             |             |             |              |
|                        | City General Funds                                                                                  |       |                      |             |             |             |              |
|                        | Street Taxes and Developer Fees                                                                     |       |                      |             |             |             |              |
|                        | RSTP Exchange funds                                                                                 |       |                      |             |             |             |              |
|                        | Transit                                                                                             |       | \$679,052            | \$730,800   | \$789,264   | \$852,405   | \$3,051,522  |
|                        | Transit Fares                                                                                       |       | \$679,052            | \$730,800   | \$789,264   | \$852,405   | \$3,051,522  |
|                        | Other (See Appendix 1)                                                                              |       |                      |             |             |             |              |
| Local Total            |                                                                                                     |       | \$3,599,197          | \$3,713,243 | \$3,888,552 | \$4,027,695 | \$15,228,686 |
| REGIONAL               | Tolls                                                                                               |       | \$995,117            | \$1,057,293 | \$1,120,065 | \$1,183,438 | \$4,355,912  |
|                        | Bridge                                                                                              |       | \$995,117            | \$1,057,293 | \$1,120,065 | \$1,183,438 | \$4,355,912  |
|                        | Corridor                                                                                            |       |                      |             |             |             |              |
|                        | Regional Sales Tax                                                                                  |       |                      |             |             |             |              |
|                        | Other (See Appendix 2)                                                                              |       | \$1,304              | \$98        |             |             | \$1,402      |
|                        | Regional Total                                                                                      |       | \$996,421            | \$1,057,391 | \$1,120,065 | \$1,183,438 | \$4,357,314  |
| STATE                  | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |       | \$472,434            | \$655,630   | \$640,386   | \$459,859   | \$2,228,309  |
|                        | SHOPP                                                                                               |       | \$472,434            | \$655,630   | \$640,386   | \$459,859   | \$2,228,309  |
|                        | SHOPP Prior                                                                                         |       |                      |             |             |             |              |
|                        | State Minor Program                                                                                 |       |                      |             |             |             |              |
|                        | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |       | \$33,725             | \$124,861   | \$48,943    | \$83,738    | \$291,267    |
|                        | STIP                                                                                                |       |                      | \$5,373     |             | \$53,036    | \$58,409     |
|                        | STIP Prior                                                                                          |       | \$33,725             | \$119,488   | \$48,943    | \$30,702    | \$232,858    |
|                        | State Bond                                                                                          |       |                      |             | \$378       |             | \$378        |
|                        | Proposition 1A (High Speed Passenger Train Bond Program)                                            |       |                      |             |             |             |              |
|                        | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |       |                      |             | \$378       |             | \$378        |
|                        | Active Transportation Program (ATP) <sup>1</sup>                                                    |       | \$177,201            | \$2,977     | \$10,227    |             | \$190,405    |
|                        | Highway Maintenance (HM) Program <sup>1</sup>                                                       |       |                      |             |             |             |              |
|                        | Highway Bridge Program (HBP) <sup>1</sup>                                                           |       | \$70,490             | \$64,282    | \$60,322    | \$36,433    | \$231,529    |
|                        | Road Repair and Accountability Act of 2017 (SB1)                                                    |       | \$168,468            |             | \$150       | \$1,040     | \$169,658    |
|                        | Traffic Congestion Relief Program (TCRP)                                                            |       |                      |             |             |             |              |
|                        | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |       |                      |             | \$4,876     |             | \$4,876      |
|                        | Local Transportation Climate Adaptation Program (LTCAP) <sup>1</sup>                                |       |                      | \$3,772     |             |             | \$3,772      |
|                        | Other (See Appendix 3)                                                                              |       | \$120,795            | \$386,686   | \$855,870   |             | \$1,363,351  |
| State Total            |                                                                                                     |       | \$1,043,114          | \$1,238,208 | \$1,621,152 | \$581,070   | \$4,483,544  |
| FEDERAL TRANSIT        | 5307 - Urbanized Area Formula Grants                                                                |       | \$464,665            |             |             |             | \$464,665    |
|                        | 5309 - Fixed Guideway Capital Investment Grants                                                     |       |                      |             |             |             |              |
|                        | 5309b - New and Small Starts (Capital Investment Grants)                                            |       |                      |             |             |             |              |
|                        | 5309c - Bus and Bus Related Grants                                                                  |       |                      |             |             |             |              |
|                        | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |       |                      |             |             |             |              |
|                        | 5311 - Formula Grants for Rural Areas                                                               |       |                      |             |             |             |              |
|                        | 5311f - Intercity Bus                                                                               |       |                      |             |             |             |              |
|                        | 5337 - State of Good Repair Grants                                                                  |       | \$357,216            |             |             |             | \$357,216    |
|                        | 5339 - Bus and Bus Facilities Formula Grants                                                        |       | \$22,276             |             |             |             | \$22,276     |
|                        | FTA Transfer from Prior FTIP                                                                        |       |                      |             |             |             |              |
|                        | Other (See Appendix 4)                                                                              |       | \$94,289             | \$21,084    |             | \$3,384,000 | \$3,499,373  |
|                        | Federal Transit Total                                                                               |       | \$938,446            | \$21,084    |             | \$3,384,000 | \$4,343,530  |
| FEDERAL HIGHWAY        | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    |       | \$77,242             | \$87,418    | \$88,910    | \$90,427    | \$343,998    |
|                        | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)                      |       | \$1,973              |             |             |             | \$1,973      |
|                        | Coordinated Border Infrastructure Program                                                           |       |                      |             |             |             |              |
|                        | Federal Lands Access Program                                                                        |       |                      |             |             |             |              |
|                        | Federal Lands Transportation Program                                                                |       |                      |             |             |             |              |
|                        | GARVEE Bonds Debt Service Payments                                                                  |       |                      |             |             |             |              |
|                        | Highway Infrastructure Program (HIP)                                                                |       |                      |             |             |             |              |
|                        | High Priority Projects (HPP) and Demo                                                               |       |                      |             |             |             |              |
|                        | Highway Safety Improvement Program (HSIP)                                                           |       | \$33,976             | \$10,473    |             |             | \$44,448     |
|                        | National Highway Freight Program (NHFP)                                                             |       |                      |             |             |             |              |
|                        | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)                         |       | \$105,000            |             |             |             | \$105,000    |
|                        | Railway-Highway Crossings Program                                                                   |       |                      |             |             |             |              |
|                        | Recreational Trails Program                                                                         |       | \$918                |             |             |             | \$918        |
|                        | SAFETEA-LU Safe Routes to School (SRTS)                                                             |       |                      |             |             |             |              |
|                        | Surface Transportation Block Grant Program (STBGP/RSTP)                                             |       | \$126,308            | \$142,944   | \$145,393   | \$147,883   | \$562,527    |
|                        | Tribal Transportation Program                                                                       |       | \$1,291              | \$703       |             |             | \$1,994      |
|                        | Carbon Reduction Program (CRP)                                                                      |       | \$41,422             |             |             |             | \$41,422     |
|                        | Promoting Resilient Operations for Transformative (PROTECT)                                         |       |                      |             |             |             |              |
|                        | Other (see Appendix 5)                                                                              |       | \$214,404            | \$52,220    | \$8,529     | \$850       | \$276,003    |
|                        | Federal Highway Total                                                                               |       | \$602,534            | \$293,757   | \$242,832   | \$239,160   | \$1,378,283  |
| FEDERAL RAIL           | Other Federal Railroad Administration (see Appendix 6)                                              |       | \$19,049             |             |             |             | \$19,049     |
|                        | Federal Railroad Administration Total                                                               |       | \$19,049             |             |             |             | \$19,049     |
| Federal Total          |                                                                                                     |       | \$1,560,029          | \$314,841   | \$242,832   | \$3,623,160 | \$5,740,862  |
| INNOVATIVE FINANCE     | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |       |                      | \$14,159    |             |             | \$14,159     |
|                        | Other (See Appendix 7)                                                                              |       |                      |             |             |             |              |
|                        | Innovative Financing Total                                                                          |       |                      | \$14,159    |             |             | \$14,159     |
| REVENUE TOTAL          |                                                                                                     |       | \$7,198,761          | \$6,337,842 | \$6,872,601 | \$9,415,363 | \$29,824,566 |

Financial Summary Notes:  
<sup>1</sup> State Programs that include both state and federal funds.



TABLE 1: REVENUE - APPENDICES

Metropolitan Transportation Commission  
2027 TIP  
(\$'s in 1,000)

| Appendix 1 - Local Other |                      |         |         |         |               |
|--------------------------|----------------------|---------|---------|---------|---------------|
| Local Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                          | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
| Local Other Total        |                      |         |         |         |               |

| Appendix 2 - Regional Other |                      |         |         |         |               |
|-----------------------------|----------------------|---------|---------|---------|---------------|
| Regional Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                             | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
| TFCA                        | \$1,044              | \$98    |         |         | \$1,142       |
| MTC Exchange                | \$260                |         |         |         | \$260         |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
| Regional Other Total        | \$1,304              | \$98    |         |         | \$1,402       |

| Appendix 3 - State Other                                |                      |           |           |         |               |
|---------------------------------------------------------|----------------------|-----------|-----------|---------|---------------|
| State Other                                             | 4 YEAR (FTIP Period) |           |           |         | CURRENT TOTAL |
|                                                         | FY 2027              | FY 2028   | FY 2029   | FY 2030 |               |
| AHSC                                                    | \$14,131             | \$3,376   |           |         | \$17,507      |
| Low Carbon Transit Operations Program (LCTOP)           | \$2,187              |           |           |         | \$2,187       |
| CalSTA                                                  | \$30,294             | \$1,000   |           |         | \$31,294      |
| HSIP - Other State                                      | \$375                |           |           |         | \$375         |
| SB 129                                                  | \$4,800              |           |           |         | \$4,800       |
| SHOPP - Other State                                     | \$4,490              |           |           |         | \$4,490       |
| Caltrans Priority Legislative Budget Projects           | \$1,437              |           |           |         | \$1,437       |
| Sustainable Transportation Planning Grants - FY24       | \$3,000              |           |           |         | \$3,000       |
| Local Alternative Transportation Improvement Program (L |                      | \$41,814  | \$16,400  |         | \$58,214      |
| State Coastal Conservancy Grant                         | \$1,000              |           |           |         | \$1,000       |
| Urban Greening Grant Program                            | \$1,120              |           |           |         | \$1,120       |
| Infill Infrastructure Grant Program                     |                      | \$1,800   |           |         | \$1,800       |
| SGC Transformative Climate Communities                  | \$7,270              |           |           |         | \$7,270       |
| Priority Legislative Budget Projects                    | \$5,350              |           |           |         | \$5,350       |
| California State Arts Council Grant                     | \$1,500              |           |           |         | \$1,500       |
| AB178                                                   | \$400                |           |           |         | \$400         |
| TIRCP                                                   | \$22,241             | \$317,496 |           |         | \$339,737     |
| SHA                                                     | \$21,200             | \$21,200  | \$839,470 |         | \$881,870     |
|                                                         |                      |           |           |         |               |
| State Other Total                                       | \$120,795            | \$386,686 | \$855,870 |         | \$1,363,351   |

| Appendix 4 - Federal Transit Other |                      |          |         |             |               |
|------------------------------------|----------------------|----------|---------|-------------|---------------|
| Federal Transit Other              | 4 YEAR (FTIP Period) |          |         |             | CURRENT TOTAL |
|                                    | FY 2027              | FY 2028  | FY 2029 | FY 2030     |               |
| 5339(B) - BBF                      | \$6,916              | \$21,084 |         |             | \$28,000      |
| 5339-C - Low-No                    | \$87,373             |          |         |             | \$87,373      |
| Capital Investment Grants Program  |                      |          |         | \$3,384,000 | \$3,384,000   |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
| Federal Transit Other Total        | \$94,289             | \$21,084 |         | \$3,384,000 | \$3,499,373   |

| Appendix 5 - Federal Highway Other |                      |          |         |         |               |
|------------------------------------|----------------------|----------|---------|---------|---------------|
| Federal Highway Other              | 4 YEAR (FTIP Period) |          |         |         | CURRENT TOTAL |
|                                    | FY 2027              | FY 2028  | FY 2029 | FY 2030 |               |
| CPFCDS - Highway Infrastructure    | \$20,093             | \$3,412  | \$1,200 | \$850   | \$25,555      |
| CPFCDS - Transit Infrastructure    | \$8,935              |          |         |         | \$8,935       |
| Federal Lands Highway Program      | \$27,391             | \$32,330 | \$7,329 |         | \$67,050      |
| US HUD Community                   | \$850                |          |         |         | \$850         |
| Reconnecting Communities (RCN)     | \$39,559             |          |         |         | \$39,559      |
| RAISE                              | \$66,044             |          |         |         | \$66,044      |
| Safe Streets 4 All                 | \$51,531             | \$16,478 |         |         | \$68,009      |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
| Federal Highway Other Total        | \$214,404            | \$52,220 | \$8,529 | \$850   | \$276,003     |

| Appendix 6 - Federal Railroad Administration Other       |                      |         |         |         |               |
|----------------------------------------------------------|----------------------|---------|---------|---------|---------------|
| Federal Railroad Administration Other                    | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                                                          | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
| Consolidated Rail Infrastructure and Safety Improvements | \$17,549             |         |         |         | \$17,549      |
| STP-RL                                                   | \$1,500              |         |         |         | \$1,500       |
|                                                          |                      |         |         |         |               |
|                                                          |                      |         |         |         |               |
|                                                          |                      |         |         |         |               |
|                                                          |                      |         |         |         |               |
|                                                          |                      |         |         |         |               |
|                                                          |                      |         |         |         |               |
| Federal Railroad Administration Other Total              | \$19,049             |         |         |         | \$19,049      |

| Appendix 7 - Innovative Other |                      |         |         |         |               |
|-------------------------------|----------------------|---------|---------|---------|---------------|
| Innovative Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                               | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
|                               |                      |         |         |         |               |
|                               |                      |         |         |         |               |
|                               |                      |         |         |         |               |
|                               |                      |         |         |         |               |
|                               |                      |         |         |         |               |
|                               |                      |         |         |         |               |
|                               |                      |         |         |         |               |
| Innovative Other Total        |                      |         |         |         |               |



TABLE 2: PROGRAMMED

Metropolitan Transportation Commission

2027 TIP  
(\$'s in 1,000)

| Funding Source/Program |                                                                                                     | NOTES | 4 YEAR (FTIP Period) |             |             |             |              |
|------------------------|-----------------------------------------------------------------------------------------------------|-------|----------------------|-------------|-------------|-------------|--------------|
|                        |                                                                                                     |       | FY 2027              | FY 2028     | FY 2029     | FY 2030     | TOTAL        |
| LOCAL                  | Local Total                                                                                         |       | \$1,250,526          | \$445,714   | \$146,704   | \$370,569   | \$2,213,514  |
| REGIONAL               | Tolls                                                                                               |       | \$767,836            | \$519,846   | \$228,000   | \$236,100   | \$1,751,782  |
|                        | Bridge                                                                                              |       | \$767,836            | \$519,846   | \$228,000   | \$236,100   | \$1,751,782  |
|                        | Corridor                                                                                            |       |                      |             |             |             |              |
|                        | Regional Sales Tax                                                                                  |       |                      |             |             |             |              |
|                        | Other (See Appendix A)                                                                              |       | \$1,304              | \$98        |             |             | \$1,402      |
|                        | Regional Total                                                                                      |       | \$769,140            | \$519,944   | \$228,000   | \$236,100   | \$1,753,184  |
| STATE                  | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |       | \$472,434            | \$655,630   | \$640,386   | \$459,859   | \$2,228,309  |
|                        | SHOPP                                                                                               |       | \$472,434            | \$655,630   | \$640,386   | \$459,859   | \$2,228,309  |
|                        | SHOPP Prior                                                                                         |       |                      |             |             |             |              |
|                        | State Minor Program                                                                                 |       |                      |             |             |             |              |
|                        | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |       | \$33,725             | \$124,861   | \$48,943    | \$83,738    | \$291,267    |
|                        | STIP                                                                                                |       |                      | \$5,373     |             | \$53,036    | \$58,409     |
|                        | STIP Prior                                                                                          |       | \$33,725             | \$119,488   | \$48,943    | \$30,702    | \$232,858    |
|                        | State Bond                                                                                          |       |                      |             | \$378       |             | \$378        |
|                        | Proposition 1A (High Speed Passenger Train Bond Program)                                            |       |                      |             |             |             |              |
|                        | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |       |                      |             | \$378       |             | \$378        |
|                        | Active Transportation Program (ATP) <sup>1</sup>                                                    |       | \$177,201            | \$2,977     | \$10,227    |             | \$190,405    |
|                        | Highway Maintenance (HM) Program <sup>1</sup>                                                       |       |                      |             |             |             |              |
|                        | Highway Bridge Program (HBP) <sup>1</sup>                                                           |       | \$70,490             | \$64,282    | \$60,322    | \$36,433    | \$231,529    |
|                        | Road Repair and Accountability Act of 2017 (SB1)                                                    |       | \$168,468            |             | \$150       | \$1,040     | \$169,658    |
|                        | Traffic Congestion Relief Program (TCRP)                                                            |       |                      |             |             |             |              |
|                        | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |       |                      |             | \$4,876     |             | \$4,876      |
|                        | Local Transportation Climate Adaptation Program (LTCAP) <sup>1</sup>                                |       |                      | \$3,772     |             |             | \$3,772      |
|                        | Other (See Appendix B)                                                                              |       | \$120,795            | \$386,686   | \$855,870   |             | \$1,363,351  |
|                        | State Total                                                                                         |       | \$1,043,114          | \$1,238,208 | \$1,621,152 | \$581,070   | \$4,483,544  |
| FEDERAL TRANSIT        | 5307 - Urbanized Area Formula Grants                                                                |       | \$238,980            |             |             |             | \$238,980    |
|                        | 5309 - Fixed Guideway Capital Investment Grants                                                     |       |                      |             |             |             |              |
|                        | 5309b - New and Small Starts (Capital Investment Grants)                                            |       |                      |             |             |             |              |
|                        | 5309c - Bus and Bus Related Grants                                                                  |       |                      |             |             |             |              |
|                        | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |       |                      |             |             |             |              |
|                        | 5311 - Formula Grants for Rural Areas                                                               |       |                      |             |             |             |              |
|                        | 5311f - Intercity Bus                                                                               |       |                      |             |             |             |              |
|                        | 5337 - State of Good Repair Grants                                                                  |       | \$60,127             |             |             |             | \$60,127     |
|                        | 5339 - Bus and Bus Facilities Formula Grants                                                        |       | \$9,356              |             |             |             | \$9,356      |
|                        | FTA Transfer from Prior FTIP                                                                        |       |                      |             |             |             |              |
|                        | Other (See Appendix C)                                                                              |       | \$94,289             | \$21,084    |             | \$3,384,000 | \$3,499,373  |
|                        | Federal Transit Total                                                                               |       | \$402,753            | \$21,084    |             | \$3,384,000 | \$3,807,837  |
| FEDERAL HIGHWAY        | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    |       | \$76,889             | \$73,007    |             |             | \$149,896    |
|                        | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)                      |       | \$1,973              |             |             |             | \$1,973      |
|                        | Coordinated Border Infrastructure Program                                                           |       |                      |             |             |             |              |
|                        | Federal Lands Access Program                                                                        |       |                      |             |             |             |              |
|                        | Federal Lands Transportation Program                                                                |       |                      |             |             |             |              |
|                        | GARVEE Bonds Debt Service Payments                                                                  |       |                      |             |             |             |              |
|                        | Highway Infrastructure Program (HIP)                                                                |       |                      |             |             |             |              |
|                        | High Priority Projects (HPP) and Demo                                                               |       |                      |             |             |             |              |
|                        | Highway Safety Improvement Program (HSIP)                                                           |       | \$33,976             | \$10,473    |             |             | \$44,448     |
|                        | National Highway Freight Program (NHFP)                                                             |       |                      |             |             |             |              |
|                        | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)                         |       | \$105,000            |             |             |             | \$105,000    |
|                        | Railway-Highway Crossings Program                                                                   |       |                      |             |             |             |              |
|                        | Recreational Trails Program                                                                         |       | \$918                |             |             |             | \$918        |
|                        | SAFETEA-LU Safe Routes to School (SRTS)                                                             |       |                      |             |             |             |              |
|                        | Surface Transportation Block Grant Program (STBGP/RSTP)                                             |       | \$122,614            | \$104,194   |             |             | \$226,808    |
|                        | Tribal Transportation Program                                                                       |       | \$1,291              | \$703       |             |             | \$1,994      |
|                        | Carbon Reduction Program (CRP)                                                                      |       | \$41,422             |             |             |             | \$41,422     |
|                        | Promoting Resilient Operations for Transformative (PROTECT)                                         |       |                      |             |             |             |              |
|                        | Other (see Appendix D)                                                                              |       | \$214,404            | \$52,220    | \$8,529     | \$850       | \$276,003    |
|                        | Federal Highway Total                                                                               |       | \$598,487            | \$240,596   | \$8,529     | \$850       | \$848,462    |
| FEDERAL RAIL           | Other Federal Railroad Administration (see Appendix E)                                              |       | \$19,049             |             |             |             | \$19,049     |
|                        | Federal Railroad Administration Total                                                               |       | \$19,049             |             |             |             | \$19,049     |
|                        | Federal Total                                                                                       |       | \$1,020,289          | \$261,680   | \$8,529     | \$3,384,850 | \$4,675,348  |
| INNOVATIVE FINANCE     | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |       |                      | \$14,159    |             |             | \$14,159     |
|                        | Other (See Appendix F)                                                                              |       |                      |             |             |             |              |
|                        | Innovative Financing Total                                                                          |       |                      | \$14,159    |             |             | \$14,159     |
| PROGRAMMED TOTAL       |                                                                                                     |       | \$4,083,068          | \$2,479,706 | \$2,004,385 | \$4,572,590 | \$13,139,750 |

Financial Summary Notes:

<sup>1</sup> State Programs that include both state and federal funds.



TABLE 2: PROGRAMMED - APPENDICES

Metropolitan Transportation Commission  
2027 TIP  
(\$'s in 1,000)

| Appendix A - Regional Other |                      |         |         |         |               |
|-----------------------------|----------------------|---------|---------|---------|---------------|
| Regional Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                             | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
| TFCA                        | \$1,044              | \$98    |         |         | \$1,142       |
| MTC Exchange                | \$260                |         |         |         | \$260         |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
| Regional Other Total        | \$1,304              | \$98    |         |         | \$1,402       |

| Appendix B - State Other                                     |                      |           |           |         |               |
|--------------------------------------------------------------|----------------------|-----------|-----------|---------|---------------|
| State Other                                                  | 4 YEAR (FTIP Period) |           |           |         | CURRENT TOTAL |
|                                                              | FY 2027              | FY 2028   | FY 2029   | FY 2030 |               |
| AHSC                                                         | \$14,131             | \$3,376   |           |         | \$17,507      |
| Low Carbon Transit Operations Program (LCTOP)                | \$2,187              |           |           |         | \$2,187       |
| CalSTA                                                       | \$30,294             | \$1,000   |           |         | \$31,294      |
| HSIP - Other State                                           | \$375                |           |           |         | \$375         |
| SB 129                                                       | \$4,800              |           |           |         | \$4,800       |
| SHOPP - Other State                                          | \$4,490              |           |           |         | \$4,490       |
| Caltrans Priority Legislative Budget Projects                | \$1,437              |           |           |         | \$1,437       |
| Sustainable Transportation Planning Grants - FY24            | \$3,000              |           |           |         | \$3,000       |
| Local Alternative Transportation Improvement Program (LATIP) |                      | \$41,814  | \$16,400  |         | \$58,214      |
| State Coastal Conservancy Grant                              | \$1,000              |           |           |         | \$1,000       |
| Urban Greening Grant Program                                 | \$1,120              |           |           |         | \$1,120       |
| Infill Infrastructure Grant Program                          |                      | \$1,800   |           |         | \$1,800       |
| SGC Transformative Climate Communities                       | \$7,270              |           |           |         | \$7,270       |
| Priority Legislative Budget Projects                         | \$5,350              |           |           |         | \$5,350       |
| California State Arts Council Grant                          | \$1,500              |           |           |         | \$1,500       |
| AB178                                                        | \$400                |           |           |         | \$400         |
| TIRCP                                                        | \$22,241             | \$317,496 |           |         | \$339,737     |
| SHA                                                          | \$21,200             | \$21,200  | \$839,470 |         | \$881,870     |
|                                                              |                      |           |           |         |               |
| State Other Total                                            | \$120,795            | \$386,686 | \$855,870 |         | \$1,363,351   |

| Appendix C - Federal Transit Other |                      |          |         |             |               |
|------------------------------------|----------------------|----------|---------|-------------|---------------|
| Federal Transit Other              | 4 YEAR (FTIP Period) |          |         |             | CURRENT TOTAL |
|                                    | FY 2027              | FY 2028  | FY 2029 | FY 2030     |               |
| 5339(B) - BBF                      | \$6,916              | \$21,084 |         |             | \$28,000      |
| 5339-C - Low-No                    | \$87,373             |          |         |             | \$87,373      |
| Capital Investment Grants Program  |                      |          |         | \$3,384,000 | \$3,384,000   |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
|                                    |                      |          |         |             |               |
| Federal Transit Other Total        | \$94,289             | \$21,084 |         | \$3,384,000 | \$3,499,373   |

| Appendix D - Federal Highway Other |                      |          |         |         |               |
|------------------------------------|----------------------|----------|---------|---------|---------------|
| Federal Highway Other              | 4 YEAR (FTIP Period) |          |         |         | CURRENT TOTAL |
|                                    | FY 2027              | FY 2028  | FY 2029 | FY 2030 |               |
| CPFCDS - Highway Infrastructure    | \$20,093             | \$3,412  | \$1,200 | \$850   | \$25,555      |
| CPFCDS - Transit Infrastructure    | \$8,935              |          |         |         | \$8,935       |
| Federal Lands Highway Program      | \$27,391             | \$32,330 | \$7,329 |         | \$67,050      |
| US HUD Community                   | \$850                |          |         |         | \$850         |
| Reconnecting Communities (RCN)     | \$39,559             |          |         |         | \$39,559      |
| RAISE                              | \$66,044             |          |         |         | \$66,044      |
| Safe Streets 4 All                 | \$51,531             | \$16,478 |         |         | \$68,009      |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
|                                    |                      |          |         |         |               |
| Federal Highway Other Total        | \$214,404            | \$52,220 | \$8,529 | \$850   | \$276,003     |

| Appendix E - Federal Railroad Administration Other             |                      |         |         |         |               |
|----------------------------------------------------------------|----------------------|---------|---------|---------|---------------|
| Federal Railroad Administration Other                          | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                                                                | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
| Consolidated Rail Infrastructure and Safety Improvements (CIS) | \$17,549             |         |         |         | \$17,549      |
| STP-RL                                                         | \$1,500              |         |         |         | \$1,500       |
|                                                                |                      |         |         |         |               |
|                                                                |                      |         |         |         |               |
|                                                                |                      |         |         |         |               |
|                                                                |                      |         |         |         |               |
|                                                                |                      |         |         |         |               |
|                                                                |                      |         |         |         |               |
| Federal Railroad Administration Other Total                    | \$19,049             |         |         |         | \$19,049      |

| Appendix F - Innovative Finance Other |                      |         |         |         |               |
|---------------------------------------|----------------------|---------|---------|---------|---------------|
| Innovative Other                      | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|                                       | FY 2027              | FY 2028 | FY 2029 | FY 2030 |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
|                                       |                      |         |         |         |               |
| Innovative Other Total                |                      |         |         |         |               |



TABLE 3: REVENUE-PROGRAMMED

Metropolitan Transportation Commission  
2027 TIP  
(\$'s in 1,000)

| Funding Source/Program     |                                                                                                     | 4 YEAR (FTIP Period) |             |             |             |              |
|----------------------------|-----------------------------------------------------------------------------------------------------|----------------------|-------------|-------------|-------------|--------------|
|                            |                                                                                                     | FY 2027              | FY 2028     | FY 2029     | FY 2030     | TOTAL        |
| LOCAL                      | Local Total                                                                                         | \$2,348,671          | \$3,267,529 | \$3,741,847 | \$3,657,125 | \$13,015,172 |
| REGIONAL                   | Tolls                                                                                               | \$227,281            | \$537,447   | \$892,065   | \$947,338   | \$2,604,130  |
|                            | Bridge                                                                                              | \$227,281            | \$537,447   | \$892,065   | \$947,338   | \$2,604,130  |
|                            | Corridor                                                                                            |                      |             |             |             |              |
|                            | Regional Sales Tax                                                                                  |                      |             |             |             |              |
|                            | Other                                                                                               |                      |             |             |             |              |
|                            | Regional Total                                                                                      | \$227,281            | \$537,447   | \$892,065   | \$947,338   | \$2,604,130  |
| STATE                      | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |                      |             |             |             |              |
|                            | SHOPP                                                                                               |                      |             |             |             |              |
|                            | SHOPP Prior                                                                                         |                      |             |             |             |              |
|                            | State Minor Program                                                                                 |                      |             |             |             |              |
|                            | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |                      |             |             |             |              |
|                            | STIP                                                                                                |                      |             |             |             |              |
|                            | STIP Prior                                                                                          |                      |             |             |             |              |
|                            | State Bond                                                                                          |                      |             |             |             |              |
|                            | Proposition 1A (High Speed Passenger Train Bond Program)                                            |                      |             |             |             |              |
|                            | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |                      |             |             |             |              |
|                            | Active Transportation Program (ATP) <sup>1</sup>                                                    |                      |             |             |             |              |
|                            | Highway Maintenance (HM) Program <sup>1</sup>                                                       |                      |             |             |             |              |
|                            | Highway Bridge Program (HBP) <sup>1</sup>                                                           |                      |             |             |             |              |
|                            | Road Repair and Accountability Act of 2017 (SB1)                                                    |                      |             |             |             |              |
|                            | Traffic Congestion Relief Program (TCRP)                                                            |                      |             |             |             |              |
|                            | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |                      |             |             |             |              |
|                            | Local Transportation Climate Adaptation Program (LTCAP) <sup>1</sup>                                |                      |             |             |             |              |
|                            | Other                                                                                               |                      |             |             |             |              |
|                            | State Total                                                                                         |                      |             |             |             |              |
| FEDERAL TRANSIT            | 5307 - Urbanized Area Formula Grants                                                                | \$225,684            |             |             |             | \$225,684    |
|                            | 5309 - Fixed Guideway Capital Investment Grants                                                     |                      |             |             |             |              |
|                            | 5309b - New and Small Starts (Capital Investment Grants)                                            |                      |             |             |             |              |
|                            | 5309c - Bus and Bus Related Grants                                                                  |                      |             |             |             |              |
|                            | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |                      |             |             |             |              |
|                            | 5311 - Formula Grants for Rural Areas                                                               |                      |             |             |             |              |
|                            | 5311f - Intercity Bus                                                                               |                      |             |             |             |              |
|                            | 5337 - State of Good Repair Grants                                                                  | \$297,089            |             |             |             | \$297,089    |
|                            | 5339 - Bus and Bus Facilities Formula Grants                                                        | \$12,920             |             |             |             | \$12,920     |
|                            | FTA Transfer from Prior FTIP                                                                        |                      |             |             |             |              |
|                            | Other                                                                                               |                      |             |             |             |              |
|                            | Federal Transit Total                                                                               | \$535,693            |             |             |             | \$535,693    |
| FEDERAL HIGHWAY            | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    | \$353                | \$14,411    | \$88,910    | \$90,427    | \$194,102    |
|                            | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)                      |                      |             |             |             |              |
|                            | Coordinated Border Infrastructure Program                                                           |                      |             |             |             |              |
|                            | Federal Lands Access Program                                                                        |                      |             |             |             |              |
|                            | Federal Lands Transportation Program                                                                |                      |             |             |             |              |
|                            | GARVEE Bonds Debt Service Payments                                                                  |                      |             |             |             |              |
|                            | Highway Infrastructure Program (HIP)                                                                |                      |             |             |             |              |
|                            | High Priority Projects (HPP) and Demo                                                               |                      |             |             |             |              |
|                            | Highway Safety Improvement Program (HSIP)                                                           |                      |             |             |             |              |
|                            | National Highway Freight Program (NHFP)                                                             |                      |             |             |             |              |
|                            | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)                         |                      |             |             |             |              |
|                            | Railway-Highway Crossings Program                                                                   |                      |             |             |             |              |
|                            | Recreational Trails Program                                                                         |                      |             |             |             |              |
|                            | SAFETEA-LU Safe Routes to School (SRTS)                                                             |                      |             |             |             |              |
|                            | Surface Transportation Block Grant Program (STBGP/RSTP)                                             | \$3,694              | \$38,750    | \$145,393   | \$147,883   | \$335,719    |
|                            | Tribal Transportation Program                                                                       |                      |             |             |             |              |
|                            | Carbon Reduction Program (CRP)                                                                      |                      |             |             |             |              |
|                            | Promoting Resilient Operations for Transformative (PROTECT)                                         |                      |             |             |             |              |
|                            | Other                                                                                               |                      |             |             |             |              |
|                            | Federal Highway Total                                                                               | \$4,047              | \$53,161    | \$234,303   | \$238,310   | \$529,821    |
| FEDERAL RAIL               | Other Federal Railroad Administration                                                               |                      |             |             |             |              |
|                            | Federal Railroad Administration Total                                                               |                      |             |             |             |              |
|                            | Federal Total                                                                                       | \$539,740            | \$53,161    | \$234,303   | \$238,310   | \$1,065,514  |
| INNOVATIVE FINANCE         | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |                      |             |             |             |              |
|                            | Other                                                                                               |                      |             |             |             |              |
|                            | Innovative Financing Total                                                                          |                      |             |             |             |              |
| REVENUE - PROGRAMMED TOTAL |                                                                                                     | \$3,115,692          | \$3,858,136 | \$4,868,215 | \$4,842,773 | \$16,684,817 |

Template Updated: 3/6/26



July 21, 2026

Dee Lam, Chief  
Division of Local Assistance  
Caltrans  
P.O. Box 942873 MS-1  
Sacramento, CA 94273-0001

RE: Memorandum of Understanding between the San Diego Association of Governments and the Metropolitan Transportation Commission for federal apportionment exchange

Dear Division Chief Lam:

This letter formalizes and constitutes our understanding of an exchange of Congestion Mitigation and Air Quality Improvement program (CMAQ) apportionment between the San Diego Association of Governments (SANDAG) and the Metropolitan Transportation Commission (MTC).

SANDAG seeks to loan MTC \$17,000,000 in available SANDAG CMAQ apportionments from Federal Fiscal Year (FFY) 2025-26 effective upon the execution of this letter. In exchange, CMAQ amounts equivalent to the apportionment used by MTC under this letter of understanding will be returned to SANDAG in FFY 2026-27. This exchange applies to apportionment only and does not impact SANDAG obligation authority from current or prior years.

This letter of understanding sets forth SANDAG's and MTC's intent for use of the identified CMAQ apportionments, and requests that the California Department of Transportation (Caltrans) adjust each county's apportionment balances as appropriate.

This letter of understanding will be in effect for obligations through September 30, 2026, only.

Please provide SANDAG and MTC with written confirmation that this exchange of apportionment is allowed and will be supported by Caltrans. We appreciate this opportunity to exchange federal fund apportionment to support the delivery of local federal-aid projects throughout the state. If you have questions, please contact Suzanne Martinez, SANDAG's Senior Financial Programming Analyst, at (619) 744-5891, or Mallory Atkinson, MTC's Principal of Funding Policy and Programs, at (415) 778-6793.

Sincerely,

Mario Orso  
Chief Executive Officer, SANDAG

Sincerely,

Andrew B. Fremier  
Executive Director, MTC



# Yellow Sheet - MTC\_SANDAG\_CMAQExc\_ Loan Memo

Final Audit Report

2026-07-22

|                 |                                                                 |
|-----------------|-----------------------------------------------------------------|
| Created:        | 2026-07-17                                                      |
| By:             | Jessica Dennings Cicourel (Jessica.DenningsCicourel@sandag.org) |
| Status:         | Signed                                                          |
| Transaction ID: | CBJCHBCAABAAAXSfvmArzcYYUu-gS02pmdjEgNUbwo3W                    |

## "Yellow Sheet - MTC\_SANDAG\_CMAQExc\_ Loan Memo" History

-  Document created by Jessica Dennings Cicourel (Jessica.DenningsCicourel@sandag.org)  
2026-07-17 - 4:50:09 PM GMT
-  Document emailed to Mario Orso (Mario.Orso@sandag.org) for signature  
2026-07-17 - 4:50:37 PM GMT
-  Email viewed by Mario Orso (Mario.Orso@sandag.org)  
2026-07-22 - 2:56:08 PM GMT
-  Document e-signed by Mario Orso (Mario.Orso@sandag.org)  
Signature Date: 2026-07-22 - 2:58:04 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE
-  Agreement completed.  
2026-07-22 - 2:58:04 PM GMT

Appendix J.

# Transit Financial Capacity Assessment

# 2027 TIP Financial Capacity Assessment

## Regional Summary

### Background

In the San Francisco Bay Area, there are over 25 public transit agencies consisting of bus, ferry boat, light rail, heavy rail, and paratransit service providers. The seven largest transit agencies represent 90% of the total transit operating costs in the Bay Area and carry 94% of the passenger trips. The table below provides a snapshot of operating and service statistics for Bay Area transit operators. The information below is intended to provide an overview of the relative state of the Bay Area's transit operators. Statistics shown are from FY 2024-25.

| <b>Table 1. San Francisco Bay Area Transit Provider Statistics*</b><br><b>(1,000s)</b> |                                              |                                |                             |                          |
|----------------------------------------------------------------------------------------|----------------------------------------------|--------------------------------|-----------------------------|--------------------------|
| <b>Operator</b>                                                                        | <b>Service Characteristics</b>               | <b>Annual Operating Budget</b> | <b>Annual Revenue Hours</b> | <b>Annual Passengers</b> |
| AC Transit                                                                             | Motor Bus                                    | \$535,589                      | 2,009                       | 40,468                   |
| BART                                                                                   | Heavy Rail, Hybrid Rail, Automated Guideway  | \$1,033,863                    | 1,982                       | 58,619                   |
| Caltrain                                                                               | Commuter Rail                                | \$230,945                      | 194                         | 9,125                    |
| GGBHTD                                                                                 | Bus and Ferry                                | \$134,062                      | 156                         | 3,013                    |
| SamTrans                                                                               | Motor Bus                                    | \$260,787                      | 832                         | 11,871                   |
| SFMTA                                                                                  | Bus, Cable Car, Light Rail                   | \$1,193,913                    | 3,433                       | 167,710                  |
| VTa                                                                                    | Motor Bus and Light Rail                     | \$566,518                      | 1,562                       | 29,474                   |
| Small Operators                                                                        | Motor Bus, Ferry, Commuter Rail, Hybrid Rail | \$448,027                      | 1,632                       | 19,579                   |
| Total                                                                                  |                                              | \$4,403,703                    | 11,800                      | 339,858                  |

\*FY 2024-25 data from operator Transportation Development Act claims to MTC. Total may not sum correctly due to rounding.

The impacts of the COVID-19 pandemic on transit service, ridership, and revenue have been unprecedented. While ridership has rebounded since the last TIP Financial Capacity Assessment was completed in 2024, transit ridership across all operators remains at approximately 70% of 2019 levels. Transit operators that are reliant on passenger fare revenues for a significant portion of their budget have faced large financial impacts. Almost all transit operators face a highly uncertain operating financial outlook over the coming decade.



MTC and Bay Area transit operators began collaborating during the COVID-19 pandemic to address fiscal issues caused by the drop in transit ridership and associated loss of fare revenues, distribute federal and state relief funds, and plan for reform of the region's transit network. These efforts led to the adoption in February 2023 of the Regional Network Management Framework through MTC Resolution 4564. The goal of the RNM Framework is to drive transformative improvements in customer experience on transit in the Bay Area region. The RNM Framework is focused on operational measures that directly impact customers, such as fare integration policy, wayfinding improvements, enhancements to paratransit, expanded bus priority infrastructure, and coordinated planning for the future regional rail network. In addition to working on these measures, operators have restored service that was eliminated during the pandemic and addressed customer concerns about safety and cleanliness. These efforts have led to a steady growth in ridership, although the number of riders remains below pre-pandemic levels.

The need for new or enhanced revenue sources remains evident. Federal and state COVID relief funds for transit operations will be exhausted by mid-2026, and operating expenses have grown faster than other revenue sources. Fare revenue remains far below pre-pandemic levels and California state funding from TDA and STA is unable to cover the growing gap between operating expenses and revenues. After years of discussion and negotiations at the regional and state levels, the Legislature passed Senate Bill 63 (Wiener/Arreguín) in 2025. The bill authorizes a ballot measure for the November 2026 election to raise sales taxes and generate revenue for transit agencies. The measure is intended to prevent major service cuts on BART, Muni, Caltrain, and AC Transit, which are facing combined budget deficits of more than \$800 million per year starting in fiscal year 2026–27. It would fund improvements to the transit rider experience, and other county priorities, including transit capital and operating improvements and targeted local road repairs on roads served by scheduled transit. Approximately 60% of the measure is dedicated to transit operating funding for BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry, and other small transit agencies. The bill includes provisions aimed at ensuring accountability to taxpayers, transit riders, and local government partners through various mechanisms, including a Financial Efficiency Review of BART, Muni, Caltrain, and AC Transit conducted by an Independent Oversight Committee.

### **Projections – Transit Operating and Capital**

As part of *Plan Bay Area 2050+*, the San Francisco Bay Area's current long-range transportation plan, MTC carried out Transit 2050+ to lay the foundation for a service-oriented, fiscally constrained transit network plan for the Bay Area. Following the pandemic-induced changes to commute patterns and significant reductions in anticipated revenues, Transit 2050+ comprehensively overhauled the six transit-related strategies included in Plan Bay Area 2050. This Transit 2050+ network concept was then incorporated into the *Plan Bay Area 2050+*. In Fall 2024, the *Plan Bay Area 2050+* project team finalized a draft project list that included more than three dozen transit projects and several programmatic investments envisioned over the next 25 years. Transit projects featured in the network include improvements to existing services, new bus, rail and ferry capital projects, and strategies throughout the region to improve passenger experience. The project list was adopted by the Commission as part of the *Plan Bay Area 2050+* Final Blueprint.

MTC estimated the total cost to operate and maintain transit services over the 25-year plan period (FY 2024-25 through FY 2049-50). Between FY 2024-25 and FY 2049-50, operating and capital replacement costs for Bay Area transit providers are projected to total \$257 billion. This includes \$66 billion for capital replacement needs necessary to maintain existing asset condition, \$8 billion to transition bus fleets to zero-emission vehicles, and \$183 billion in operating costs for transit service.

### Transit Capital

The *Plan Bay Area 2050+* work serves as a basis for the projected capital needs and revenues contained in this Financial Capacity Assessment. The table below shows the consolidated rehabilitation and maintenance needs of the region's transit operators for three key project categories: vehicle replacement, systems for communications and information, and fixed guideway rehabilitation/replacement. Since needs vary significantly from year to year, MTC caps the annual investment in guideway elements for each operator at a calculated level. This allows for a steady funding stream so that operators can plan for anticipated guideway needs and it provides capacity for other needs in each funding cycle.

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

| Category                 | FY 2026-27  | FY 2027-28  | FY 2028-29  | FY 2029-30  | 4-Year Total |
|--------------------------|-------------|-------------|-------------|-------------|--------------|
| <b>Vehicles</b>          | \$559,955   | \$619,843   | \$672,552   | \$806,974   | \$2,659,325  |
| <b>Systems</b>           | \$1,312,716 | \$205,675   | \$813,761   | \$307,054   | \$2,639,206  |
| <b>Guideway Elements</b> | \$455,770   | \$640,607   | \$536,107   | \$717,984   | \$2,350,469  |
| <b>Total</b>             | \$2,328,441 | \$1,466,126 | \$2,022,420 | \$1,832,011 | \$7,648,999  |

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

MTC estimates that approximately \$7.6 billion in transit capital rehabilitation and replacement needs exist within the 2027 TIP period. Projections developed for the MTC Transit Capital Priorities program indicate that sufficient revenue is anticipated to fully fund vehicle and fixed guideway needs.

### Transit Operations

Estimates of operating needs for the Bay Area's transit operators are based on a forecast developed using budgeted operating revenues and expenditures during FY 2025-26. The data for the operating needs forecast is derived from transit operators' claims under the Transportation Development Act (TDA) as submitted to MTC. Because of the change in commuting patterns in the wake of the COVID-19 pandemic affecting fare revenue, and uncertain economic conditions impacting other revenue sources, it remains uncertain how much revenue will be available to support transit operations over the coming years. Projected annual operating costs and estimated revenues for each of the region's seven largest operators and consolidated information for the



region's small operators (which make up a combined total of approximately ten percent of operating costs in the region) are included in this assessment.

For some operators, federal, state, or regional shortfall relief funding is expected to make up a sizable portion of their revenue over the period of analysis. Over the past several years, a large amount of federal and state funding has supported transit operations in the Bay Area, especially for those operators who experienced major declines in fare revenues following the COVID-19 pandemic. Additional revenues may come from the SB 63 regional revenue measure which is anticipated to appear on the November 2026 ballot for voter approval. SB 63 requires Bay Area transit operators AC Transit, BART, Caltrain, and SF Muni to undertake a financial efficiency review to identify and implement cost-saving measures that deliver enhanced service and customer experience with existing resources. San Francisco voters will also consider whether to approve a parcel tax to provide operations funding to SF Muni.

## **Conclusion**

Attachment A lists the major transit capital projects included in the 2027 TIP. Transit capital projects in the 2027 TIP show a total cost of approximately \$45 billion. Of the total capital project cost, about 11 percent is shown in the 2027 TIP period. Many operators have already assumed local match requirements within their projected operating expenses for a given fiscal year. It should be noted that funding to support some of the large-cost projects shown in Attachment A is expected to become available from future sources such as Federal Transit Administration (FTA) New Starts/Core Capacity grants or California's Transit and Intercity Rail Capital Program (TIRCP).

The lasting impacts of the COVID-19 pandemic and associated changes in travel behavior on public transit operations and revenues make it challenging for MTC to forecast with a level of certainty that Bay Area transit operators will be able to continue to operate transit service at current levels, much less the levels operated before the pandemic, over the 2027 TIP period. Where deficits are shown, MTC will provide flexibility to operators to shift capital funding to operating as necessary and if feasible. Operators with surplus revenues above operating expenses will direct funds to reserves to ensure future continuity of service if anticipated local and regional revenues do not materialize as expected, or to provide service enhancements yet to be determined. The recovery of transit operating revenues to levels necessary to sustainably operate service is contingent on numerous unknowns, including the state of the Bay Area economy, the prevalence of work from home/hybrid work policies, the level of domestic and international tourism, and the potential availability of new funding for transit from local, regional, state, and/or federal sources.

**Attachment A**  
**2027 TIP Transit Capital Projects-- Regional Summary**

*Note: Includes rehabilitation/maintenance and expansion projects.*

| Sponsor    | Project Title                                            | Total Project Cost | 2027 TIP Cost |
|------------|----------------------------------------------------------|--------------------|---------------|
| AC Transit | AC Transit: D4 Self Generation of Power                  | \$6,947,179        | \$6,947,179   |
|            | AC Transit: D6 Construct Hydrogen Fueling Infrastructure | \$20,594,776       | \$0           |
|            | AC Transit: Paratransit Van Replacement                  | \$40,066,270       | \$2,087,430   |
|            | AC Transit: Purchase 10 35ft Battery Electric Buse       | \$11,796,000       | \$0           |
|            | AC Transit: Purchase 10 40ft Zero-Emission Buses         | \$17,650,000       | \$17,650,000  |
|            | AC Transit: Purchase 23 40ft Buses                       | \$18,533,321       | \$0           |
|            | AC Transit: Purchase 23 60ft Buses                       | \$51,533,421       | \$0           |
|            | AC Transit: Purchase 24 40ft Buses                       | \$21,444,000       | \$0           |
|            | AC Transit: Purchase 42 40ft Urban Fuel Cell Buses       | \$72,165,352       | \$0           |
|            | AC Transit: Purchase 43 40ft Buses                       | \$68,444,579       | \$68,444,579  |
|            | AC Transit: Purchase 54 40ft Buses                       | \$85,953,657       | \$85,953,657  |
|            | AC Transit: Rehabilitate Maintenance Bays for ZEBs       | \$9,197,179        | \$0           |
|            | AC Transit: Training and Education Center (TEC)          | \$28,951,031       | \$0           |
|            | Cutting Blvd Transit Priority Project                    | \$3,000,000        | \$0           |
|            | Fruitvale Corridor Transit Signal Priority (TSP) P       | \$4,964,000        | \$0           |
|            | MacDonald Avenue Transit Signal Priority - Phase 1       | \$3,672,500        | \$0           |
| BART       | BART Police Department Headquarters Project              | \$174,450,000      | \$0           |
|            | BART Train Control Renovation                            | \$381,558,174      | \$0           |
|            | BART Transbay Core Capacity Improvements                 | \$4,242,800,000    | \$290,000,000 |
|            | BART: Fare Collection Equipment                          | \$141,781,100      | \$0           |
|            | BART: Rail, Way and Structures Program                   | \$434,333,983      | \$0           |
|            | BART: Railcar Procurement Program                        | \$2,727,439,447    | \$0           |
|            | BART: Traction Power System Renovation                   | \$341,900,383      | \$0           |
|            | BART-Elevator Renovation Program                         | \$82,689,231       | \$0           |
|            | DT Berkeley BART Station Elevator Modernization          | \$10,000,000       | \$1,000,000   |
|            | Embarcadero Stn: Platform Elevator Project               | \$25,039,845       | \$0           |
|            | Hayward Fleet Maintenance Facilities                     | \$910,000,000      | \$0           |
|            | Link21 - Phase 1: Program Development                    | \$1,000,000,000    | \$2,000,000   |
| Caltrain   | Caltrain Grade Crossing Improvements                     | \$1,129,562        | \$1,000,001   |
|            | Caltrain Mini-High Platform Improvements                 | \$575,000          | \$0           |
|            | Caltrain Railcar Replacement                             | \$194,000,000      | \$0           |
|            | Caltrain Systemwide Track Rehab and Related Struct       | \$291,464,683      | \$0           |
|            | Caltrain TVM Rehab and Clipper Functionality             | \$9,658,256        | \$0           |
|            | Caltrain: Signal/Communication Rehab. & Upgrades         | \$58,351,983       | \$0           |
|            | Peninsula Corridor Electrification Expansion             | \$203,638,000      | \$0           |
| GGBHTD     | GGBHTD - Transit Systems Enhancements                    | \$4,654,214        | \$0           |



2027 TIP Financial Capacity Assessment (cont.)

| Sponsor  | Project Title                                       | Total Project Cost | 2027 TIP Cost |
|----------|-----------------------------------------------------|--------------------|---------------|
|          | GGBHTD - Zero Emissions Bus Replacement             | \$6,356,600        | \$0           |
|          | GGBHTD Ferry Major Components Rehab                 | \$39,304,928       | \$0           |
|          | GGBHTD Replacement Ferry CARB Compliance            | \$120,210,000      | \$0           |
|          | GGBHTD ZEB Infrastructure                           | \$44,265,215       | \$0           |
|          | GGBHTD: Facilities Rehabilitation                   | \$42,855,270       | \$0           |
|          | GGBHTD: Fixed Guideway Connectors                   | \$74,045,992       | \$0           |
|          | Golden Gate Ferry: New Vessel                       | \$6,420,288        | \$0           |
|          | Replace 10 Over-the-Road Coaches                    | \$12,000,000       | \$2,400,000   |
|          | Replace Paratransit Cutaways                        | \$2,223,600        | \$2,223,600   |
|          | San Rafael Transit Center Relocation                | \$96,963,383       | \$41,676,162  |
| SamTrans | Replace 26 Paratransit Vehicles                     | \$3,400,800        | \$0           |
|          | Replace 29-40' Diesel Buses with Fuel Cell          | \$44,078,400       | \$44,078,400  |
|          | Replace 33 40' Diesel Buses with Fuel Cell          | \$48,895,000       | \$0           |
|          | SamTrans Bus Replacement                            | \$167,550,000      | \$0           |
|          | SamTrans Express Bus Service                        | \$36,502,574       | \$0           |
|          | SamTrans Paratransit Vehicle Replacements           | \$7,832,489        | \$0           |
|          | SamTrans South Base BEB Charging Infrastructure     | \$53,984,693       | \$0           |
| SFMTA    | 29 Sunset Improvement Project                       | \$20,020,392       | \$3,840,507   |
|          | 40' & 60' Motor Coach Replacement Procurement       | \$216,576,281      | \$17,189,035  |
|          | Bayview Community Shuttle                           | \$13,069,100       | \$0           |
|          | Cable Car Traction Power & Guideway Rehab           | \$114,220,977      | \$0           |
|          | Geary Bus Rapid Transit                             | \$300,000,000      | \$0           |
|          | Geneva Harney BRT Infrastructure - Eastern Segment  | \$50,924,000       | \$29,719,000  |
|          | Geneva Harney BRT Infrastructure: Central Segment   | \$24,230,000       | \$0           |
|          | Light Rail Vehicle Procurement                      | \$1,126,958,244    | \$0           |
|          | Presidio Yard Modernization Project                 | \$26,822,000       | \$14,227,000  |
|          | San Francisco Muni Light Rail System Accessibility  | \$5,859,515        | \$0           |
|          | SF Muni Rail, Way & Structures Program              | \$341,874,134      | \$0           |
|          | SF Muni Third St LRT Phase 2 - New Central Subway   | \$1,601,121,562    | \$0           |
|          | SFMTA - Core Capacity Program                       | \$56,691,000       | \$0           |
|          | SFMTA Facility Development -- Bus Facility Upgrade  | \$53,165,112       | \$0           |
|          | SFMTA Overhead Line Recon and Traction Power Prog   | \$224,332,333      | \$0           |
|          | SFMTA Zero Emission Bus Procurement                 | \$36,358,796       | \$0           |
|          | SFMTA: Cable Car Vehicle Renovation Program         | \$32,807,675       | \$0           |
|          | SFMTA: Motor Coach and Trolley Coach Mid-Life Over  | \$262,446,296      | \$63,839,000  |
|          | SFMTA: Paratransit Vehicle Replacements             | \$27,531,275       | \$0           |
|          | SFMTA: Rehab Historic Streetcars                    | \$68,766,108       | \$0           |
|          | SFMTA: Train Control & Trolley Signal Rehab/Replace | \$364,493,839      | \$0           |
|          | Third Street Dynamic Traffic Signal Optimization    | \$2,259,121        | \$0           |
|          | Transit Center in Hunters Point                     | \$22,000,000       | \$0           |





2027 TIP Financial Capacity Assessment (cont.)

| Sponsor | Project Title                                      | Total Project Cost | 2027 TIP Cost |
|---------|----------------------------------------------------|--------------------|---------------|
| VTA     | Access Controls & CCTV Capability Expansion        | \$3,375,000        | \$0           |
|         | ADA Upgrades at Facilities FY26/27                 | \$2,000,000        | \$2,000,000   |
|         | Advanced Warning System Project FY25               | \$936,936          | \$936,936     |
|         | BART - Berryessa to San Jose Extension             | \$11,917,417,000   | \$30,702,000  |
|         | Better Bus Stops Cycle 3                           | \$3,750,000        | \$3,750,000   |
|         | Blossom Hill Station Transit-Oriented Development  | \$5,421,892        | \$5,421,892   |
|         | Bridge Structure Repairs FY26/27                   | \$1,000,000        | \$1,000,000   |
|         | Bus Wheel Lift Replacement                         | \$1,550,000        | \$1,550,000   |
|         | Capital Painting Program                           | \$625,000          | \$625,000     |
|         | Capital Paving Program                             | \$625,000          | \$625,000     |
|         | Capital Roof Replacement                           | \$3,292,500        | \$3,292,500   |
|         | CCTV Replacement                                   | \$962,500          | \$962,500     |
|         | Cerone Operations Command and Control Center       | \$69,566,751       | \$0           |
|         | Counterterrorism Planning, Training, and Exercise  | \$3,015,000        | \$3,015,000   |
|         | Expand Cerone Bus Yard for Electric Vehicles       | \$36,390,625       | \$0           |
|         | Expand Chaboya Bus Yard for Electric and Fuel Cell | \$94,565,000       | \$0           |
|         | Expand VTA's North Yard for Electric Bus           | \$2,500,000        | \$2,500,000   |
|         | Facilities Maintenance Equipment Program           | \$2,177,625        | \$0           |
|         | Fiber Optic Replacement Phase 2 FY26               | \$12,407,753       | \$0           |
|         | Fiber Optics Replacement Program                   | \$13,820,000       | \$2,470,000   |
|         | Fire Life Safety Replacement                       | \$5,125,000        | \$5,125,000   |
|         | Guadalupe 2nd Entrance                             | \$7,347,500        | \$0           |
|         | Guadalupe Elevator and Escalator Drainage Improvem | \$1,025,000        | \$0           |
|         | Guadalupe Signal Improvements/SCADA System Repl    | \$38,434,125       | \$0           |
|         | Guadalupe Train Wash Replacement                   | \$4,220,000        | \$0           |
|         | Hostetter Turnback                                 | \$8,250,000        | \$8,250,000   |
|         | Light Rail Station Rehabilitation FY24-FY25        | \$5,370,000        | \$0           |
|         | Light Rail Station Rehabilitation FY26             | \$4,800,000        | \$4,800,000   |
|         | Mobility Management and Assistance Program         | \$2,710,000        | \$2,710,000   |
|         | Modifications for ZEBs                             | \$2,750,000        | \$2,750,000   |
|         | N 1st/Tasman EB Track Switch Mod - TSP Enhancement | \$2,600,000        | \$0           |
|         | Non-Vasona Pedestrian Gates                        | \$5,440,000        | \$5,440,000   |
|         | Palo Alto Avenue Grade Separation Project          | \$2,500,000        | \$0           |
|         | Rail Replacement and Rehabilitation FY26           | \$15,857,500       | \$15,857,500  |
|         | Replace (27) Paratransit Vehicles with New Cutaway | \$4,050,000        | \$4,050,000   |
|         | Replace Fault Monitoring System on LRVs            | \$3,000,000        | \$3,000,000   |
|         | Replace Obsolete Bus Shelters                      | \$4,375,000        | \$4,375,000   |
|         | Replace two (2) hi-rail and crew trucks for LRT    | \$425,000          | \$425,000     |
|         | Safety Enhancements at Grade Crossings             | \$14,960,436       | \$13,734,436  |
|         | San Carlos / Woz Way TSP                           | \$1,500,000        | \$1,500,000   |



2027 TIP Financial Capacity Assessment (cont.)

| Sponsor                       | Project Title                                    | Total Project Cost      | 2027 TIP Cost          |
|-------------------------------|--------------------------------------------------|-------------------------|------------------------|
| VTA                           | Signal Improvements - Tasman East Design 2       | \$1,670,961             | \$1,670,961            |
|                               | Trackway Anti-trespass Paneling Project FY25     | \$1,468,750             | \$1,468,750            |
|                               | Traction Power Substation Replacement - Phase 4  | \$11,000,000            | \$11,000,000           |
|                               | Transit Center Park and Ride and Bus Stop Rehab  | \$2,000,000             | \$0                    |
|                               | Upgrade Obsolete Ticket Vending Machine Parts    | \$2,886,376             | \$2,886,376            |
|                               | Video Management System (VMS)                    | \$321,255               | \$321,255              |
|                               | VTA Cybersecurity                                | \$3,606,250             | \$3,606,250            |
|                               | VTA Rail Substation Rehab/Replacement            | \$30,633,008            | \$0                    |
|                               | VTA Track Intrusion Abatement                    | \$16,360,250            | \$0                    |
|                               | VTA: Facilities ADA Upgrades                     | \$3,200,000             | \$0                    |
|                               | VTA: HVAC Replacement                            | \$4,849,145             | \$0                    |
|                               | VTA: Light Rail Bridge and Structure - SG Repair | \$6,730,000             | \$0                    |
|                               | VTA: Non-Revenue Vehicle Procurement             | \$6,295,261             | \$3,894,000            |
|                               | VTA: Paratransit Vehicle Procurement             | \$18,794,979            | \$0                    |
|                               | VTA: Rail Replacement Program                    | \$118,269,965           | \$0                    |
|                               | VTA: Security Enhancement at Chaboya Parking Lot | \$600,000               | \$0                    |
|                               | VTA: Standard and Small Bus Replacement          | \$533,792,436           | \$0                    |
| Large Operator Total          |                                                  | \$30,572,286,797        | \$859,508,906          |
| Other Transit Operators Total |                                                  | \$14,500,678,296        | \$4,195,121,827        |
| Total                         |                                                  | <b>\$45,072,965,093</b> | <b>\$5,054,630,733</b> |



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

### **Operator Background & Budget**

The Alameda-Contra Costa Transit District is the third-largest public bus system in California, serving an area of 360 square miles with more than 120 bus lines. AC Transit serves over 135,000 daily riders in 13 East Bay cities and unincorporated areas in Alameda and Contra Costa counties. The routes connect with 16 other public and private bus systems, 25 Bay Area Rapid Transit stations, six Amtrak stations, three ferry terminals, and Oakland International Airport. Service includes local lines, Transbay routes, Rapid routes, Tempo Bus Rapid Transit service, Dumbarton Express, paratransit, and supplementary service to schools.

The transit system has experienced a decline in ridership due to the COVID-19 pandemic but expects to see a steady recovery in ridership over the next few years. Total AC Transit ridership in FY 2024-25 surpassed 40 million passengers, which is about 75% of FY 2018-19 ridership. However, lagging farebox revenues continue to be a challenge for the agency.

The adopted FY 2025-26 Operating Budget projected a shortfall with projected revenues of \$576.1 million and projected expenses of \$612.6 million. Due to projected decreases in sales tax revenue, projected decreases in state funding, and exhaustion of federal emergency funding, AC Transit will seek other funding sources to continue service without disruption in FY2025-26 and beyond including new regional revenues from SB 63.

AC Transit is undertaking efforts aimed at improving customer experience and using financial resources effectively in the post-pandemic environment. AC Transit is participating in the Financial Efficiency Review process mandated by SB 63 to document existing cost savings and identify and implement further cost-savings measures to deliver enhanced service and customer experience with existing resources. The analysis found that AC Transit achieved nearly \$200 million in operating expense savings from FY 2019-20 through FY 2024-25 through service adjustments and improved management of variable operating costs. AC Transit implemented transit service changes under the Realign Plan in August 2025. This plan built upon changes in ridership patterns by prioritizing service to transit-oriented communities, improving reliability, optimizing service efficiency, and allowing for potential future growth. Rider feedback was incorporated through surveys, meetings, and one-on-one conversations with riders. If the regional revenue measure authorized by SB 63 is approved by voters in November 2026, AC Transit will participate in further efforts to identify long-term operating cost savings.

### **Assessment**

Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or

state sources that are required for projects listed in the 2027 TIP have been accounted for within AC Transit's operating costs.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance**

**Forecast Based on FY 2025-26 Budgeted Financial Information**

**AC Transit**

**(1,000s, YOE\$)**

|                                          | Year 1     | Year 2     | Year 3     | Year 4     | 4- Year     |
|------------------------------------------|------------|------------|------------|------------|-------------|
| CATEGORIES                               | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | Total       |
| <b>Expenses</b>                          |            |            |            |            |             |
| <b>Total Operational Needs</b>           | \$629,100  | \$646,086  | \$663,530  | \$681,445  | \$2,620,161 |
| <b>Revenue</b>                           |            |            |            |            |             |
| Fare Revenue                             | \$42,619   | \$43,769   | \$44,951   | \$46,165   | \$177,504   |
| Non-Fare Operating Revenue               | \$11,995   | \$12,318   | \$12,651   | \$12,993   | \$49,957    |
| TDA                                      | \$82,428   | \$84,654   | \$86,939   | \$89,287   | \$343,308   |
| STA                                      | \$34,278   | \$35,204   | \$36,154   | \$37,131   | \$142,767   |
| AB1107                                   | \$53,404   | \$54,846   | \$56,327   | \$57,848   | \$222,424   |
| SB 63 Regional Measure                   | \$11,579   | \$47,700   | \$49,130   | \$50,622   | \$159,032   |
| AB 117 State Loan                        | \$55,000   | \$0        | \$0        | \$0        | \$55,000    |
| Local Sales Tax (non-TDA)                | \$113,539  | \$116,605  | \$119,753  | \$122,987  | \$472,884   |
| Property Tax                             | \$205,271  | \$210,813  | \$216,505  | \$222,351  | \$854,941   |
| Other                                    | \$18,986   | \$40,175   | \$41,118   | \$42,063   | \$142,343   |
| Surplus (positive)/ Shortfall (negative) | \$0        | \$0        | \$0        | \$0        | \$0         |
| <b>Total Revenue</b>                     | \$629,100  | \$646,086  | \$663,530  | \$681,445  | \$2,620,161 |



## Bay Area Rapid Transit District (BART)

### Operator Background & Budget

Bay Area Rapid Transit (BART) is primarily a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART serves Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties, five of the nine counties in the region. BART serves high-frequency urban markets as well as lower-frequency suburban markets.

Prior to the COVID-19 pandemic, fares funded most of BART's operations. In FY19, fare revenue and parking fees provided \$520M in revenue or 76% of operating expenses. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to about 26% of operating expenses, or \$275.5M, in FY 2025-26. BART's FY 2025-26 budget is supported by a ridership forecast of 61.1 million which is 52% of pre-pandemic levels.

BART's adopted operating expense budget for FY 2025-26 is \$1.04 billion and is conservatively 1% higher than the previous fiscal year. The operator successfully limited budget growth in FY 2025-26 by identifying operational expense savings opportunities of \$21 million, primarily through adjustments to labor costs and ongoing implementation of operational efficiencies. BART is participating in the Financial Efficiency Review process mandated by SB 63 to document existing cost savings and identify and implement further cost-savings measures to deliver enhanced service and customer experience with existing resources. The analysis found that BART achieved \$516 million in operating expense savings from FY 2019-20 through FY 2024-25 through train service adjustments in FY 20 and FY 21, cancellation of planned service increases, wage freezes for most employees, and improved management of variable operating costs.

BART is continuing to improve service by focusing on end-to-end customer service improvements such as tap-and-go parking payment, upcoming fare payment upgrades with the Next Generation Clipper, updated wayfinding, new and redesigned train arrival display boards, and a comprehensive installation of new faregates that was completed in the fall of 2025. Together, these improvements are intended to increase ridership by providing safer, easier, and more affordable transit service for Bay Area residents.

### Assessment

Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to ongoing decreased demand for commuter travel to job centers like downtown San Francisco and Oakland, as well as an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2027 TIP have been accounted for within BART's operating costs.



**TIP Financial Capacity Assessment –Transit Operations & Maintenance**  
**Forecast Based on FY 2025-26 Budgeted Financial Information**

**BART**

**(1,000s, YOE\$)**

|                                          | Year 1      | Year 2      | Year 3      | Year 4      | 4- Year     |
|------------------------------------------|-------------|-------------|-------------|-------------|-------------|
| CATEGORIES                               | FY 2026-27  | FY 2027-28  | FY 2028-29  | FY 2029-30  | Total       |
| <b>Expenses</b>                          |             |             |             |             |             |
| <b>Total Operational Needs</b>           | \$1,072,701 | \$1,101,664 | \$1,131,409 | \$1,161,957 | \$4,467,732 |
| <b>Revenue</b>                           |             |             |             |             |             |
| Fare Revenue                             | \$266,459   | \$273,653   | \$281,042   | \$288,630   | \$1,109,785 |
| Non-Fare Operating Revenue               | \$16,098    | \$42,207    | \$43,347    | \$44,517    | \$146,169   |
| AB 117 State Loan                        | \$260,823   | \$0         | \$0         | \$0         | \$260,823   |
| TIFIA Federal Loan                       | \$0         | \$11,112    | \$9,400     | \$7,645     | \$28,157    |
| State Funding                            | \$33,069    | \$33,962    | \$34,879    | \$35,821    | \$137,732   |
| AB1107                                   | \$265,277   | \$272,440   | \$279,796   | \$287,350   | \$1,104,864 |
| SB 63 Regional Measure                   | \$74,423    | \$307,510   | \$317,825   | \$328,415   | \$1,028,173 |
| Local Sales Tax (non-TDA)                | \$45,839    | \$47,076    | \$48,347    | \$49,653    | \$190,915   |
| Property Tax / Non-Operating             | \$45,131    | \$46,349    | \$47,601    | \$48,886    | \$187,966   |
| MTC Allocated                            | \$12,129    | \$12,456    | \$12,793    | \$13,138    | \$50,516    |
| STA                                      | \$53,454    | \$54,897    | \$56,380    | \$57,902    | \$222,633   |
| Surplus (positive)/ Shortfall (negative) | \$0         | \$0         | \$0         | \$0         | \$0         |
| <b>Total Revenue</b>                     | \$1,072,701 | \$1,101,664 | \$1,131,409 | \$1,161,957 | \$4,467,732 |



## Peninsula Corridor Joint Powers Board (Caltrain)

### Operator Background & Budget

The Peninsula Corridor Joint Powers Board (JPB) — consisting of representatives from San Francisco, San Mateo, and Santa Clara counties — oversees the operation of Caltrain, which provides commuter rail service from San Francisco through the Peninsula to San Jose with additional service to southern Santa Clara County. The system serves key employment centers, suburban hubs, and technology-focused corporate campuses across San Mateo and Santa Clara Counties. After the launch of electrified service in September 2024, ridership in FY2025-26 is projected to grow to 61% of FY 2018-19 pre-pandemic levels.

Caltrain's FY 2025-26 operating budget totals \$245.8 million, a 6.4% increase over FY2024-25. Key funding sources include \$119.5 million from the Measure RR sales tax, \$60.5 million in fare revenues, and other state and local sources. The budget reflects continued efforts to maintain service levels with 104 trains per day, manage energy costs, and identify cost saving measures to balance the FY 2026-27 budget.

The introduction of electrified service has positively impacted ridership, driven by more frequent service, faster travel time, streamlined stop patterns, onboard Wi-Fi, and modernized trains. However, Caltrain continues to face structural challenges, including farebox revenues below pre-pandemic levels, uncertainty in federal funding, and increasing costs for electrification, labor, and materials. Despite Measure RR support, long-term sustainability requires careful strategic planning, and Caltrain is exploring strategies to increase fare revenues, grow ridership, and expand external revenue sources through grants and partnerships.

Caltrain is participating in the Financial Efficiency Review process mandated by SB 63 to document existing cost savings and identify and implement further cost-savings measures to deliver enhanced service and customer experience with existing resources. The analysis found that Caltrain achieved approximately \$76 million in operating expense savings from FY 2019-20 through FY 2024-25. These operating cost savings were realized through a strategic hiring freeze, elimination of the stand-alone mobile app, reductions in special trains, improved operator crew efficiency and overtime reduction, and integration of electrification infrastructure maintenance into existing operating contracts. In response to evolving rider needs, Caltrain has implemented a Ridership Recovery Task Force to guide customer acquisition through community partnership, marketing campaigns, and new fare products.

### Assessment

Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to ongoing decreased demand for commuter travel to job centers like downtown San Francisco and downtown San Jose and an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below.



**TIP Financial Capacity Assessment –Transit Operations & Maintenance**

**Forecast Based on FY 2025-26 Budgeted Financial Information**

**Caltrain**

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

|                                             | Year 1     | Year 2     | Year 3     | Year 4     | 4- Year     |
|---------------------------------------------|------------|------------|------------|------------|-------------|
| CATEGORIES                                  | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | Total       |
| <b>Expenses</b>                             |            |            |            |            |             |
| <b>Total Operational Needs</b>              | \$252,410  | \$259,225  | \$266,224  | \$273,412  | \$1,051,270 |
| <b>Revenue</b>                              |            |            |            |            |             |
| Fare Revenue                                | \$62,135   | \$63,813   | \$65,536   | \$67,306   | \$258,790   |
| Non-Fare Operating Revenue                  | \$9,402    | \$9,656    | \$9,917    | \$10,185   | \$39,160    |
| Measure RR                                  | \$58,669   | \$59,748   | \$60,865   | \$62,136   | \$241,417   |
| SB 63 Regional Measure                      | \$16,691   | \$68,996   | \$71,356   | \$73,655   | \$230,697   |
| AB 117 State Loan                           | \$50,000   | \$0        | \$0        | \$0        | \$50,000    |
| Other                                       | \$55,512   | \$57,011   | \$58,551   | \$60,131   | \$231,206   |
| Surplus (positive)/<br>Shortfall (negative) | \$0        | \$0        | \$0        | \$0        | \$0         |
| <b>Total Revenue</b>                        | \$252,410  | \$259,225  | \$266,224  | \$273,412  | \$1,051,270 |





## **Golden Gate Bridge, Highway and Transportation District (GGBHTD)**

### **Operator Background & Budget**

The Golden Gate Bridge, Highway and Transportation District (GGBHTD) is a special district of the State of California that operates and maintains the Golden Gate Bridge and provides regional bus and ferry service in Marin, Sonoma, and San Francisco Counties. The district has a wide service area with a north-south span of 60 miles between the city of Santa Rosa and San Francisco. Serving a population of 800,000 residents, the district provides connection to riders within the Contra Costa, Marin, San Francisco, and Sonoma counties by way of approximately 250 bus stops and seven ferry terminals or landings.

GGBHTD's FY 2025-26 operating budget (bus and ferry division only) proposes \$153.4 million in total operating costs. Costs are driven mainly by professional services related to maintenance projects for increased number of vessels, increased legal costs, and security costs. Part of this increase is attributed to greater costs of labor and fringe, however the district's budgeted figures for these costs reflect full staffing (including vacant positions) and will be lower at year end. The budget allows for continuation of service at existing levels with no anticipated service changes for this fiscal year. The district anticipates \$21.4 million in fare revenue which will account for roughly 14% of total revenues. This fiscal year the district will have less toll revenue available due to increasing costs related to bridge operations and maintenance, which must be satisfied before toll revenue can be applied to transit. The resulting gap in transit funding will be filled by a combination of Senate Bill 125 funds, District reserves, and operating cost reductions. While the recently implemented toll increase plan, use of reserves, and regional contributions have offset the operating fiscal cliff for the current fiscal year, this approach is not sustainable, and the GGBHTD will need to seek other streams of revenue in the coming fiscal years to maintain service at existing levels.

Overall ridership across the GGBHTD's bus and ferry service continues to recover slowly from losses during the pandemic. FY 2024-25 ridership saw 2.95 million passengers, 53% of 2018-19 actuals. The district anticipates that ridership in FY 2025-26 will stay roughly the same as last fiscal year. In response to lower ridership, GGBHTD has reduced operating costs. The district reduced staffing through attrition, and the district today employs about 40% fewer bus operators than before the pandemic and operates significantly less express commute bus service than before the pandemic. GGBHTD has indicated that further service reductions may be needed if ridership does not recover and the operating deficit continues to grow following the exhaustion of SB 125 emergency state funding in late 2026. The Golden Gate Bridge toll and transit fares will both increase effective July 1, 2026, which will generate more operating revenue for the district.

### **Assessment**

Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to an uncertain economic outlook and decreased demand for commuter travel

to downtown San Francisco. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2027 TIP have been accounted for within GGBHTD's operating costs.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance**

**Forecast Based on FY 2025-26 Budgeted Financial Information**

**GGBHTD**

**(1,000s, YOY\$)**

|                                             | Year 1     | Year 2     | Year 3     | Year 4     | 4- Year   |
|---------------------------------------------|------------|------------|------------|------------|-----------|
| CATEGORIES                                  | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | Total     |
| <b>Expenses</b>                             |            |            |            |            |           |
| <b>Total Operational Needs</b>              | \$157,575  | \$161,829  | \$166,199  | \$170,686  | \$656,288 |
| <b>Revenue</b>                              |            |            |            |            |           |
| Fare Revenue                                | \$22,021   | \$22,615   | \$23,226   | \$23,853   | \$91,716  |
| Non-Fare Operating Revenue                  | \$1,379    | \$1,416    | \$1,454    | \$1,494    | \$5,743   |
| TDA                                         | \$11,552   | \$11,864   | \$12,185   | \$12,514   | \$48,115  |
| STA                                         | \$27,067   | \$27,798   | \$28,549   | \$29,320   | \$112,734 |
| SB 63 Regional Measure                      | \$221      | \$917      | \$952      | \$987      | \$3,076   |
| Other                                       | \$5,832    | \$5,990    | \$6,152    | \$6,318    | \$24,292  |
| Bridge Toll                                 | \$89,501   | \$91,228   | \$93,681   | \$96,202   | \$370,612 |
| Surplus (positive)/<br>Shortfall (negative) | \$0        | \$0        | \$0        | \$0        | \$0       |
| <b>Total Revenue</b>                        | \$157,575  | \$161,829  | \$166,199  | \$170,686  | \$656,288 |



## San Francisco Municipal Transportation Agency (SFMTA)

### Operator Background & Budget

The San Francisco Municipal Transportation Agency (SFMTA) provides transit service to the City and County of San Francisco using five different modes: motorbus, trolley coach, light rail, cable car, and historic streetcar. Serving a mostly urban market within the city's 49 square miles of land area, its service area has remained consistent and includes several lines of service to the northern reaches of its neighboring county of San Mateo.

SFMTA shows promising signs of ridership recovery. In the month of May 2025, the operator saw its highest ridership month since the beginning of the pandemic with reported averages of 521,000 weekday passenger trips and 343,000 weekend trips. SFMTA is the largest transit agency in the San Francisco Bay Area by ridership.

SFMTA's Board of Directors has a closed two-year budget, covering FY 2024-25 and FY 2025-26. A closed budget allows limited changes in the second year of the budget if expenditure is less than or equal to the original budget. Consistent with ongoing efforts to reduce costs and increase efficiency, the FY 2025-26 budget eliminated more than 500 vacant positions, including 30 managerial positions. However, given that the eliminated positions were vacant, operational impacts are limited. The budget also included a 1% reduction in service valued at \$7 million. Notable increases in salaries and fringe benefits are indicative of the impact of cost-of-living increases in wages in the Memorandums of Understanding negotiated across all City unions. As these rising costs are offset by the agency's cost saving measures, SFMTA's operating budget in FY2025-26 shows only a slight change from FY 2024-25.

SFMTA is participating in the Financial Efficiency Review process mandated by SB 63 to document existing cost savings and identify and implement further cost-savings measures to deliver enhanced service and customer experience with existing resources. The analysis found that SFMTA achieved \$300 million in operating expense savings from FY 2019-20 through FY 2024-25. Operating expenses were reduced through workforce reductions, pandemic-era service reductions, and redesign. SFMTA restored service slowly to match the availability of bus and train operators, matching scheduled and delivered hours and reducing service gaps.

### Assessment

Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2027 TIP have been accounted for within SFMTA's operating costs.



**TIP Financial Capacity Assessment –Transit Operations & Maintenance**  
**Forecast Based on FY 2025-26 Budgeted Financial Information**  
**SFMTA**  
**(1,000s, YOES)**

|                                             | Year 1      | Year 2      | Year 3      | Year 4      | 4- Year     |
|---------------------------------------------|-------------|-------------|-------------|-------------|-------------|
| CATEGORIES                                  | FY 2026-27  | FY 2027-28  | FY 2028-29  | FY 2029-30  | Total       |
| <b>Expenses</b>                             |             |             |             |             |             |
| <b>Total Operational Needs</b>              | \$1,224,015 | \$1,257,063 | \$1,291,004 | \$1,325,861 | \$5,097,944 |
| <b>Revenue</b>                              |             |             |             |             |             |
| Fare Revenue                                | \$115,547   | \$118,667   | \$121,871   | \$125,162   | \$481,248   |
| Non-Fare Operating Revenue                  | \$32,844    | \$33,731    | \$34,642    | \$35,577    | \$136,794   |
| TDA                                         | \$46,711    | \$47,972    | \$49,267    | \$50,598    | \$194,548   |
| STA                                         | \$87,386    | \$89,745    | \$92,168    | \$94,657    | \$363,956   |
| AB1107                                      | \$53,404    | \$54,846    | \$56,327    | \$57,848    | \$222,424   |
| Parking and Other Sales Tax (non-TDA)       | \$212,802   | \$218,547   | \$224,448   | \$230,508   | \$886,305   |
| SF Parcel Tax                               | \$0         | \$166,000   | \$170,000   | \$174,000   | \$510,000   |
| SB 63 Regional Measure                      | \$37,346    | \$154,769   | \$160,604   | \$166,493   | \$519,211   |
| AB 117 State Loan                           | \$200,000   | \$0         | \$0         | \$0         | \$200,000   |
| Other                                       | \$25,010    | \$20,685    | \$21,243    | \$21,817    | \$88,755    |
| General Fund                                | \$412,966   | \$352,101   | \$360,433   | \$369,203   | \$1,494,703 |
| Surplus (positive)/<br>Shortfall (negative) | \$0         | \$0         | \$0         | \$0         | \$0         |
| <b>Total Revenue</b>                        | \$1,224,015 | \$1,257,063 | \$1,291,004 | \$1,325,861 | \$5,097,944 |



## San Mateo County Transit District (SamTrans)

### Operator Background & Budget

SamTrans is the primary bus operator for residents of San Mateo County and also serves selected areas of San Francisco and Palo Alto. SamTrans offers fixed route motorbus operations, paratransit services, and Multi-Modal Programs. Paratransit services provide accessible transportation with fixed routes through Redi-Wheels and RediCoast Services. Multi-modal services provide local transportation and include SamTrans' shuttle services and the Dumbarton Inter-County Corridor.

SamTrans' FY 2025-26 operating budget totals \$302.5 million. Key funding sources include \$166.1 million from the local General Fund, \$78.5 million from TDA and STA allocations, fare revenues, grants, and local sales taxes. This budget reflects improved efficiency and cost containment strategies while continuing to deliver high-quality transit service, including increased motor bus operations to support a full year of Reimagine SamTrans implementation, microtransit operations, and growing ridership demand. Increased costs for multi-modal programs reflect a contract extension for the shuttle program that was necessary due to significant increases in market rates for service delivery and unforeseen budget constraints from program partners.

SamTrans entered FY 2025-26 with ridership projected to reach 119% of FY 2018-19 levels, resulting in part from the Reimagine SamTrans initiatives, which have delivered a streamlined network, expanded weekend and evening service, and improved connections to community colleges and Equity Priority Communities. Despite strong ridership recovery, SamTrans faces slowing growth in sales tax revenues and volatility in federal and state grant programs, particularly those supporting paratransit services and capital investments. In response, SamTrans will focus FY 2025-26 efforts on reinforcing financial resilience and operational efficiency. Planned actions include conducting a fare analysis to evaluate revenue opportunities, completing a first-year evaluation of Reimagine SamTrans to identify cost-effective service improvements, and strengthening partnerships to expand and stabilize external funding.

### Assessment

SamTrans expects a balanced budget over each year of the 2027 TIP period, however forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2027 TIP have been accounted for within SamTrans' operating costs.



**TIP Financial Capacity Assessment –Transit Operations & Maintenance**  
**Forecast Based on FY 2025-26 Budgeted Financial Information**  
**SamTrans**  
**(1,000s, YOY\$)**

|                                          | Year 1     | Year 2     | Year 3     | Year 4     | 4- Year     |
|------------------------------------------|------------|------------|------------|------------|-------------|
| CATEGORIES                               | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | Total       |
| <b>Expenses</b>                          |            |            |            |            |             |
| <b>Total Operational Needs</b>           | \$310,706  | \$319,095  | \$327,710  | \$336,559  | \$1,294,070 |
| <b>Revenue</b>                           |            |            |            |            |             |
| Fare Revenue                             | \$13,663   | \$14,032   | \$14,411   | \$14,800   | \$56,906    |
| Non-Fare Operating Revenue               | \$841      | \$864      | \$887      | \$911      | \$3,503     |
| TDA                                      | \$55,991   | \$57,502   | \$59,055   | \$60,649   | \$233,198   |
| STA                                      | \$24,606   | \$25,270   | \$25,953   | \$26,653   | \$102,482   |
| Local Sales Tax (non-TDA)                | \$6,640    | \$6,819    | \$7,003    | \$7,192    | \$27,654    |
| Federal Funding                          | \$5,607    | \$5,758    | \$5,913    | \$6,073    | \$23,351    |
| SB 63 Regional Measure                   | \$10,982   | \$45,581   | \$47,349   | \$49,023   | \$152,935   |
| General Fund                             | \$170,631  | \$175,238  | \$179,969  | \$184,828  | \$710,666   |
| Other                                    | \$21,997   | \$22,591   | \$23,201   | \$23,827   | \$91,616    |
| Surplus (positive)/ Shortfall (negative) | \$250      | \$34,561   | \$36,030   | \$37,399   | \$108,240   |
| <b>Total Revenue</b>                     | \$310,956  | \$353,656  | \$363,741  | \$373,958  | \$1,402,310 |



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

### **Operator Background & Budget**

VTA operates 46 bus routes and three light rail lines spanning across 346 square miles in Santa Clara County. In addition, VTA funds contracted paratransit and shuttle services in the county and participates in providing inter-regional commuter rail and express bus services. Current major capital projects at VTA include the BART to Silicon Valley Phase 2, and Eastridge to BART Regional Connector (EBRC).

VTA's FY 2025-26 Operating Budget is comprised of \$624.2 million in expenses, which represents a 10.1% increase from FY2024-25. This increase is composed primarily of higher operational and fuel costs that can be attributed to inflationary and contractual increases. The largest sources of revenue in the FY 2025-26 budget are \$329.9 million from local sales taxes and \$173.7 million from TDA and STA revenue.

VTA's efforts to return to full pre-pandemic service levels resulted in ridership growth, improved service quality, increased service hours, service frequency, and service stability improvements in 2024. Frequent Bus ridership growth outperforms other service classes on every day of the week and now carries more weekend riders than it did before the pandemic. Bus ridership continues to rebound more quickly than light rail ridership. VTA completed restoration of full-service levels by the end of 2025. However, despite the return to full-service levels, future ridership growth is expected to remain modest due to continued hybrid work arrangements and depressed travel demand.

### **Assessment**

Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to uncertain economic conditions. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2027 TIP have been accounted for within VTA's operating costs.



**TIP Financial Capacity Assessment –Transit Operations & Maintenance**  
**Forecast Based on FY 2025-26 Budgeted Financial Information**  
**VTA**  
**(1,000s, YOY\$)**

|                                             | Year 1           | Year 2           | Year 3           | Year 4           | 4- Year            |
|---------------------------------------------|------------------|------------------|------------------|------------------|--------------------|
| CATEGORIES                                  | FY 2026-27       | FY 2027-28       | FY 2028-29       | FY 2029-30       | Total              |
| <b>Expenses</b>                             |                  |                  |                  |                  |                    |
| <b>Total Operational Needs</b>              | \$641,020        | \$658,327        | \$676,102        | \$694,357        | \$2,669,805        |
| <b>Revenue</b>                              |                  |                  |                  |                  |                    |
| Fare Revenue                                | \$44,249         | \$45,444         | \$46,671         | \$47,931         | \$184,296          |
| Non-Fare Operating Revenue                  | \$3,372          | \$3,463          | \$3,556          | \$3,652          | \$14,043           |
| TDA                                         | \$138,847        | \$142,596        | \$146,446        | \$150,400        | \$578,289          |
| STA                                         | \$39,534         | \$40,602         | \$41,698         | \$42,824         | \$164,658          |
| SB 63 Regional Measure                      | \$59,175         | \$243,448        | \$250,403        | \$257,325        | \$810,351          |
| Local Sales Tax (non-TDA)                   | \$338,857        | \$348,006        | \$357,402        | \$367,052        | \$1,411,316        |
| Federal Funding                             | \$11,459         | \$11,768         | \$12,086         | \$12,412         | \$47,725           |
| Other                                       | \$67,694         | \$69,521         | \$71,398         | \$73,326         | \$281,940          |
| Surplus (positive)/<br>Shortfall (negative) | \$62,167         | \$246,520        | \$253,559        | \$260,566        | \$822,812          |
| <b>Total Revenue</b>                        | <b>\$703,186</b> | <b>\$904,847</b> | <b>\$929,661</b> | <b>\$954,922</b> | <b>\$3,492,617</b> |



## San Francisco Bay Area Small Operators

Collectively, the San Francisco Bay Area's nineteen smaller transit operators account for a small fraction of the total transit operating costs and fixed route transit passengers in the region. However, small operators provide vital transit service in regions of the Bay Area that are underserved by larger operators.

The small operators contained in this summary include Altamont Commuter Express, City of Dixon, County Connection, Fairfield and Suisun Transit, Marin Transit, Petaluma Transit, Rio Vista Delta Breeze, San Francisco Bay Ferry (WETA), Santa Rosa CityBus, SMART, Solano Transportation Authority, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vacaville City Coach, VINE Transit (NVTA), WestCAT (WCCTA), and Wheels (LAVTA).

Small transit operators continue to recover from the lingering effects of the COVID-19 pandemic. Ridership data shows a wide array of recovery scenarios among small operators. Operators like WestCAT and Wheels, which primarily serve a commute-oriented passenger market, have seen significant ridership decreases since the pandemic (like BART and Caltrain). Some operators like Marin Transit and Sonoma County Transit, which primarily serve passengers with limited alternative forms of transportation, have seen their ridership levels recover to pre-pandemic levels. WETA and SMART have surpassed pre-pandemic ridership levels. SMART has completed a system expansion and increased the frequency of trains and WETA has increased frequency during off-peak and weekend hours to attract new riders. Due to the varied nature of the operating revenue sources for the smaller operators, it is difficult to generalize performance among them.

### Assessment

The financial capacity assessment for the nineteen San Francisco Bay Area small operators, combined, is shown in the table below. Forecasting revenue, service levels, and operating expenses over the 2027 TIP period is challenging due to an uncertain economic outlook. A summary of the expected operating financial capacity assessment is provided in the following table.

**TIP Financial Capacity Assessment –Transit Operations & Maintenance**  
**Forecast Based on FY 2025-26 Budgeted Financial Information**  
**San Francisco Bay Area Small Operators**  
**(1,000s, YOES)**

|                                          | Year 1     | Year 2     | Year 3     | Year 4     | 4- Year     |
|------------------------------------------|------------|------------|------------|------------|-------------|
| CATEGORIES                               | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | Total       |
| <b>Expenses</b>                          |            |            |            |            |             |
| <b>Total Operational Needs</b>           | \$507,160  | \$520,853  | \$534,916  | \$549,359  | \$2,112,287 |
| <b>Revenue</b>                           |            |            |            |            |             |
| Fare Revenue                             | \$44,923   | \$46,136   | \$47,382   | \$48,661   | \$187,103   |
| Non-Fare Operating Revenue               | \$6,291    | \$6,461    | \$6,635    | \$6,814    | \$26,201    |
| TDA                                      | \$148,800  | \$152,818  | \$156,944  | \$161,182  | \$619,744   |
| STA                                      | \$47,696   | \$48,983   | \$50,306   | \$51,664   | \$198,649   |
| SB 63 Regional Measure                   | \$6,392    | \$26,416   | \$27,295   | \$28,217   | \$88,321    |
| Local Sales Tax (non-TDA)                | \$102,062  | \$104,818  | \$107,648  | \$110,554  | \$425,082   |
| Other                                    | \$51,988   | \$53,392   | \$54,834   | \$56,314   | \$216,528   |
| Bridge Toll                              | \$66,789   | \$68,592   | \$70,444   | \$72,346   | \$278,171   |
| General Fund                             | \$470      | \$483      | \$496      | \$509      | \$1,959     |
| Federal                                  | \$39,586   | \$40,654   | \$41,752   | \$42,879   | \$164,872   |
| Surplus (positive)/ Shortfall (negative) | \$7,838    | \$27,900   | \$28,820   | \$29,783   | \$94,340    |
| <b>Total Revenue</b>                     | \$514,997  | \$548,753  | \$563,736  | \$579,142  | \$2,206,628 |

Appendix K.

# Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

# Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

| County  | Sponsor        | TIP ID    | Project Name                                    | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------|----------------|-----------|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alameda | Alameda (City) | ALA250212 | Oakland Alameda Water Shuttle                   | Alameda (City): Water shuttle between west Alameda at foot of 5th Street and Oakland's Jack London Square, across the Oakland Estuary. Project is a four-year pilot that started in July 2024 and is transitioning to a permanent service, including by electrifying the service to meet CARB requirements. Current lead is Alameda with SF Bay Ferry as operator. It falls under SFBF's authority for operating on the Bay. Pending long term planning, service would continue beyond mid-2028.                                                                                                                                                                                                                |
| Alameda | ACE            | ALA170042 | ACE Platform Extensions                         | ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Alameda | BART           | ALA230001 | DT Berkeley BART Station Elevator Modernization | Berkeley: At the Downtown Berkeley BART Station: Modernize two (2) station elevators to replace/upgrade critical components of the elevator to utilize the latest technology increase performance and reliability improve safety to the latest applicable standards and update aesthetics.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Alameda | BART           | ALA230215 | Dublin/Pleasanton Access Improvements           | Project will fully separate pedestrian, cyclist, and vehicle access infrastructure at Dublin/Pleasanton BART mobility hub (D/P Hub) by constructing 0.35-mile Class 1 two-way cycle-track and adding 0.15-mile ADA-compliant sidewalk, raised crosswalk, 21,500 sqft landscaping/stormwater management; installing 29 pedestrian-scale lights, new seating, wayfinding and art; replacing/upgrading 129 underpass lights; and adding 66 secure bike parking spaces and ebike charging. The project will vastly improve pedestrian and bicycle access to the D/P Hub, connect to existing segments of the Iron Horse Trail, and improve the active access connection between Dublin and Pleasanton across I-580. |
| Alameda | CCJPA          | ALA210033 | CCJPA SR84 Intermodal Bus Facility              | Fremont: On SR84 near the Ardenwood Park-n-Ride: Construct an intermodal bus facility including the addition of westbound and eastbound bus stop platforms on SR84, allowing buses to pick-up and drop-off passengers from the Park-n-Ride at the elevated highway level. This will reduce bus travel time, especially during congestion, since buses will not need to get on and off SR84 to pick up and drop off passengers using the Park-n-Ride                                                                                                                                                                                                                                                             |
| Alameda | Fremont        | ALA230004 | Irvington BART Station                          | Fremont: Along the BART corridor in the Irvington District, adjacent to the future alignment of the East Bay Greenway and the future Sabercat Trail (north fork): Construct a new BART station                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Alameda | Valley Link    | ALA230204 | Valley Link Rail System (Phase 1)               | Construction of a new 22-mile, four-station passenger rail system between the Dublin/Pleasanton BART station in Alameda County and the Mountain House Community Services District in San Joaquin County including stations at Isabel Avenue and Southfront Road in the City of Livermore.                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Alameda | Union City     | ALA250250 | Union City Station District Mobility Hub        | Union City Station Mobility Hub will connect to the eastside improvement ongoing at the Union City BART Station. This area will provide new transit amenities to support the East Plaza/Transit Loop area on a 30-acre TOD site. Improvements include bus shelters, wayfinding, and transit information signs for UC Transit FLEA services. The project also includes a new transit plaza with benches, bike lockers, bike repair stations, trees and lighting. This mobility hub will have the capacity to host transit services, rail connections, ride hailing, and alternative transportation options such as micromobility & car sharing.                                                                  |

**Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements**

|              |            |           |                                                    |                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------|------------|-----------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contra Costa | AC Transit | CC-250234 | Cutting Blvd Transit Priority Project              | The Project seeks to improve transit access and operations in the Richmond-San Rafael Bridge corridor by implementing transit signal priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which travels across the Richmond-San Rafael Bridge.                                                                      |
| Contra Costa | CCTA       | CC-230220 | Martinez Amtrak Shared Mobility Hub                | Project includes improvements to the Martinez Amtrak Station to enhance the facility to a shared mobility hub, including reconfigure surface parking lot to a transit center; improve passenger pick up drop off area; install signage/wayfinding; and bike/ped improvements at the Amtrak Station and the streets around the Amtrak Station.                                                  |
| Contra Costa | CCTA       | CC-230229 | Bollinger Canyon Rd Shared Mobility Hub            | Shared Mobility Hub (SMH) at Bollinger Canyon Rd is one of the stops for the future I-680 Express Bus. The SMH includes elements such as enhanced bike/pedestrian facilities, bike chargers, connection to the Iron Horse Trail, transit signal priority, WiFi, real time traveler information, and bus bays.                                                                                  |
| Contra Costa | CCTA       | CC-250220 | Innovate 680-Walnut Creek BART Shared Mobility Hub | The project aims to improve multi-modal accessibility and enhance connectivity with on-site amenities such as electric vehicle and bike charging stations, upgraded bicycle and pedestrian facilities, and real-time travel information displays. Additionally, it will improve wayfinding, lighting, and placemaking to support mode shift and alleviate congestion along the I-680 Corridor. |
| Contra Costa | Hercules   | CC-030002 | Hercules Intercity Rail Station                    | Hercules: At future train station: Relocate the Kinder Morgan pipeline, Shell pipeline, fiber optic line construct the 3rd track for the new station, construct the new station building, multi-use trail, retaining walls, and parking structure.                                                                                                                                             |

## Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

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| Contra Costa | Oakley    | CC-170019 | Civic Center Railroad Platform Park n Ride Complex | <p>Oakley: Main Street between 2nd Street and O'Hara Avenue: construct two parking lots (approximately 150 spaces each) on a portion of one City owned parcel covering a total of approximately 104,000 square feet, or 2.38 acres. The project components consist of site clearing, curb and gutter, vertical curb, storm drain system, street and parking lot paving, landscaping and irrigation, electrical and communications infrastructure for the parking lots and a future train platform, signing and striping, and design and construction management. The project will also include fencing, lighting, and bicycle racks. The parking lots project is the first step toward the construction of a train platform at this location. The future train platform will be part of an expanded service to be established and operated by the San Joaquin Joint Powers Authority (SJJPA), which operates the rail service line. The train platform is identified as a potential stop in the recently updated 2016 SJJPA Business Plan. The new parking lots in Oakley will provide the infrastructure necessary for connection to an accessible rail transportation system for the multi-modal movement of goods and people. Constructing a train platform before there is parking to serve it is not practical unless there is parking located near it. At present, there is little to no parking near this location. The future train platform will also be regional in nature as there is no train platform in nearby Brentwood. The future train platform would serve Discovery Bay, Knightsen, Bethel Island and Byron, in addition to Oakley. The City of Oakley is working in collaboration with the San Joaquin JPA and also working on finding other funding mechanisms for the train platform. The City anticipates applying for federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds in addition to other available funding for the train platform.</p> |
| Contra Costa | San Pablo | CC-250218 | Contra Costa College Mobility Hub Project          | <p>The CCC Mobility Hub will create a dispersed Suburban/Opportunity Hub that expands existing transit infrastructure to accommodate the cycling modality and increased pedestrian access with a cohesive and community-oriented design. This project will establish multiple Mobility Hubs along with infrastructure improvements around Contra Costa College that enhance the transportation experience for transit users, cyclist, and pedestrians. This project, combined with other mobility projects in the area, will further establish San Pablo as a Transit Oriented Community. This project will also advance local, county, and state-wide goals to reduce greenhouse gas emissions, support equitable outcomes, and show that dynamic and innovative mobility hubs such as this one are possible throughout the region.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Marin        | GGBHTD    | MRN030010 | GGBHTD: Fixed Guideway Connectors                  | <p>Golden Gate Ferry: Systemwide: Rehabilitate and replace the floats and gangway systems that allow the passengers to get from the vessels to the terminals (extension of the fixed guideway in the marine environment). This project will also replace existing passenger loading facilities (ramps), floating barges, piers and hydraulic systems. (\$3.2M in FY10 CON Other Federal funds on project are ARRA-Ferry Boat Discretionary)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

### Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

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| Marin                 | GGBHTD   | MRN170013 | San Rafael Transit Center Relocation               | San Rafael: San Rafael Transit Center: The SMART extension will bisect the existing transit center, eliminate Platform C, reduce the facility's transit capacity, and affect the long-term efficiency and operability of the facility. Phase 1 of the project will analyze three previously identified potential long-term alternatives and a no-build alternative, include an option to assess the possibility of additional alternatives, conduct community outreach and environmental clearance, and provide preliminary engineering design. When SMART commences service on their Initial Operating Segment in 2017, the SRTC will be operating in an interim condition which will limit the fiscal and operational efficiency of transit services. Phase 2 will complete final design and construction of the permanent San Rafael Transit Center. 21-T-01-002                                                                                                                                                                                                                                            |
| Marin                 | GGBHTD   | MRN250206 | Replace Paratransit Cutaways                       | Replace 17 diesel paratransit cutaways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Marin                 | MCTD     | MRN250204 | Replace 22 Paratransit Vehicles                    | Purchase 22 Paratransit Vehicles (Vans and Cutaways) to replace 3-2018 Cutaways and 4- 2018 vans, and 15 -2021 cutaways that are beyond their useful lives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Napa                  | NVTA     | NAP090005 | NVTA: Replace Rolling Stock                        | NVTA: Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Napa                  | NVTA     | NAP190006 | Imola Park n Ride and Express Bus Stop Improvement | Napa County: At the Caltrans owned and operated park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities that connect the ramps directly to the park and ride, and safety improvements, such as improved lighting and signal improvements. The facility improvements will also include long-term bicycle parking in the park and ride lot. These facility improvements are specifically designed to improve frequency, reduce running times and improve accessibility for the two highly productive ridership bus routes: the Route 29 Express to the El Cerrito Del Norte BART station and the Route 11X to the Vallejo Ferry Terminal. Currently, the Routes depart from the Soscol Gateway Transit Center in the center of Napa, a significant distance east of the SR29 Corridor. Relocating the stop to the Imola Park and Ride will reduce running time for each route by 20 minutes since the bus routes will not need to divert across downtown Napa and return back to the highway. |
| Regional/Multi-County | BART     | ALA190014 | BART-Elevator Renovation Program                   | BART: 61 locations system-wide: Renovate or rehabilitate elevators                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Regional/Multi-County | Caltrain | REG210202 | Caltrain Mini-High Platform Improvements           | Caltrain: Systemwide: Install mini-high platforms at 13 stations to improve ADA Access and reduce dwell times at stations. Work will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified. Upgraded stations include: Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Regional/Multi-County | MTC      | REG230202 | Regional Mapping and Wayfinding                    | SF Bay Area: Regionwide: The goal of the Regional Mapping and Wayfinding Project is to design and deploy a fully harmonized suite of maps, signs and transit information in all Bay Area transit locations — from individual bus stops to major hubs like the Salesforce Transit Center, the Eastridge Transit Center or the El Cerrito Del Norte BART station — and to provide practical, predictable guidance to the walkable destinations, local shuttles and the like that extend from these transit stops.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Regional/Multi-County | MTC      | VAR210003 | GL: Transit ADA Operating Support                  | SF Bay Area: Region-wide: Transit ADA operating support                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

# Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

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| Regional/Multi-County | MTC                   | VAR210201 | GL: FTA Section 5310 Program FY20 - FY26          | SF Bay Area: Region-Wide: Enhanced Mobility for Seniors and Persons with Disabilities Program Lump Sum Listing. Project include Vehicle replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Regional/Multi-County | SMART                 | VAR210005 | SMART Rail and Pathway (Phase 2)                  | Marin and Sonoma Counties: Sonoma County Airport Station to Windsor: Extend rail and pathway (includes freight rail); Petaluma North at Corona Rd: Construct infill station (includes freight rail gauntlet tracks); McInnis to Smith Ranch in San Rafael, Hanna Ranch Rd. to S. Rowland Blvd. in Novato, Lakeville to Payran in Petaluma, Southpoint in Petaluma to Penngrove at Main St, Rohnert Park at Golf Course to Southwest Santa Rosa at Bellevue, Southwest Santa Rosa to Santa Rosa SMART Station (Joe Rodota Trail to 3rd St), Guerneville Rd. to Airport Blvd. in Santa Rosa: Construct multi-use pathway. Project also references RTP IDs 21-T11-201 and 21-T08-060. Other Federal funds are FRA PTC funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| San Francisco         | BART                  | SF-170016 | Embarcadero Stn: Platform Elevator Project        | Project will be broken into two phases: Phase One: Includes modernization to the Embarcadero Station elevator, south stairs, and machine room relocation, to improve reliability and availability of the elevator at the Embarcadero Station for BART riders. The Project includes expansion of the south stairs and relocation of the machine room. Phase Two: Includes the installation of a new elevator at the north end of the station with an emergency stop at the Muni platform.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| San Francisco         | Port of San Francisco | SF-170001 | Mission Bay Ferry Terminal                        | San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system. The Mission Bay Ferry Landing will serve 350,000 annual weekday passengers plus 125,000 people traveling to special events each year. The new ferry landing will enable critical Transbay and regional ferry service to and from the fastest growing neighborhood of San Francisco and the East and North Bays. It will also provide a direct regional link to the new 550-bed University of California Mission Bay hospital campus and 18,000-seat Golden State Warriors arena. The landing is projected to open for revenue service in 2027, adding vital regional transit capacity within the next five years that will alleviate current overcrowding, serve planned future growth and provide resiliency in the event of an earthquake, BART or Bay Bridge failure or other unplanned event. Service will be provided by San Francisco Bay's ferry operator- the Water Emergency Transit Agency with weekday morning and evening peak commute service linked from the downtown Ferry Building plus direct service for an estimated 80 annual special events at the arena. The ferry landing will be equipped with electrical infrastructure to provide charging for electrified ferry service across the bay. |
| San Francisco         | SFCTA                 | SF-090011 | Oakdale Caltrain Station                          | San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain commuter-rail station at Oakdale Avenue to accommodate transit needs of a newly developing Bayview/Waterfront/Hunters Point community where lesser service currently exists, and to replace the regional transit connection lost with closure of the Paul Avenue Caltrain Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| San Francisco         | SFMTA                 | SF-010037 | SF Muni Third St LRT Phase 2 - New Central Subway | Extend the Third Street Light Rail line into a new subway generally in a north-south alignment under Fourth Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes procurement of four LRVs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |



### Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

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| San Francisco | SFMTA         | SF-090035 | SFMTA: Paratransit Vehicle Replacements            | SFMTA: Paratransit service across San Francisco: preserve service and replace 84 paratransit vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| San Francisco | SFMTA         | SF-250203 | San Francisco Muni Light Rail System Accessibility | SFMTA's Muni Light Rail Accessibility Improvement Project will construct ramps and other accessibility improvements at 8 Muni surface street stops on the J-Church (5) and M-Ocean View lines (3). These improvements will reduce gaps between widely spaced stops, improving accessibility for the thousands of mobility-impaired residents who are currently unable to use the system.                                                                                                                                                                                                                                                                                              |
| San Francisco | TBJPA         | SF-050002 | Transbay Terminal/Caltrain Downtown Ext: Ph. 2     | San Francisco: From Fourth/Townsend to Salesforce Transit Center: Extend Caltrain /High Speed Rail to Downtown San Francisco (DTX) Extend Caltrain rail service from 4th St/Townsend St in San Francisco to Salesforce Transit Center in downtown San Francisco, including two new stations: Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the Salesforce Transit Center building. Plan Bay Area 2050 RTP ID: 21-T11-110                                                                                         |
| San Mateo     | BART          | SM-250223 | Daly City BART Station Mobility Hub                | Improvements at Daly City BART include upgraded bike facilities, station lighting, regional wayfinding signage, and new bus shelters to enhance safety, accessibility, comfort, and multimodal connectivity at this key regional mobility hub.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| San Mateo     | SAMTRANS      | SM-210015 | SamTrans Paratransit Vehicle Replacements          | SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life. Vehicles to be replaced between FY2022 and FY2024 include: FY22--21 cutaway buses, FY24--14 minivans, FY24--9 cutaway buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| San Mateo     | SAMTRANS      | SM-250205 | Replace 26 Paratransit Vehicles                    | Purchase paratransit vehicles to replace those that have reached the end of their useful life. These are included in the SamTrans fleet plan and published in the SamTrans Zero Emission Transition ICT Plan, approved by the SamTrans Board in December 2023.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Santa Clara   | Mountain View | SCL210025 | Mountain View Mobility Hub Pilot                   | Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car-sharing services, and Mobility Hub branding and way-finding signage |
| Santa Clara   | VTA           | SCL170005 | VTA: Paratransit Vehicle Procurement               | VTA: Paratransit Fleet: Procure vehicles and associated equipment for paratransit services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Santa Clara   | VTA           | SCL190039 | VTA: Facilities ADA Upgrades                       | VTA: Various passenger facilities systemwide including Transit Centers at Eastridge Paratransit, Eastridge, Gilroy, and Palo Alto Park & Ride Lots at Morgan Hill Caltrain, San Martin, Santa Teresa, and Tamien and Bus Stops at 581 locations: Modify and upgrade ADA non-compliant items to bring them into compliance with current ADA codes. Sample items for upgrading include parking stalls, striping and signage, ramps, walkways, stairs, restroom facilities, corridors, entrances, doors, etc.                                                                                                                                                                            |
| Santa Clara   | VTA           | SCL230225 | Transit Center Park and Ride and Bus Stop Rehab    | VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots as outlined in VTA's condition assessment, as well as rehabilitate and improve various bus stops.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

### Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

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| Santa Clara | VTA       | SCL230231 | Light Rail Station Rehabilitation FY24-FY25       | VTA: In Santa Clara County: Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Santa Clara | VTA       | SCL250229 | Gilroy Station Area Plan                          | The Gilroy Station Area Plan will transform Gilroy Station, a future California High-Speed Rail station, into a pivotal regional transportation hub. The Gilroy Station Area Plan will enhance transportation accessibility and infrastructure surrounding the Gilroy Station, located in downtown Gilroy. Through strategic planning and collaboration between VTA, City of Gilroy, Caltrain, California High-Speed Rail Authority (CHSRA), and the community, the Gilroy Station Area Plan aims to ensure seamless integration of California High-Speed Rail (CAHSR), enhancing regional connectivity, increasing ridership, and fostering sustainable growth and economic development within the station area.                                                                                             |
| Santa Clara | VTA       | SCL250243 | Light Rail Station Rehabilitation FY26            | Project will provide rehabilitation and repair of maintenance issues outlined in the condition assessment for various light rail stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Santa Clara | VTA       | SCL250245 | ADA Upgrades at Facilities FY26/27                | This project will modify, construct and mitigate ADA non-compliant items at various passenger facilities (including transit centers, park-n-rides and bus stops) and at Administrative and Maintenance, and Operating Facilities to bring facilities up to current code and fully complaint. Sample items for upgrading include parking stalls, striping and signage, ramps, walkways, stairs/steps, restroom facilities, corridors, entrances, doors.                                                                                                                                                                                                                                                                                                                                                        |
| Solano      | Fairfield | SOL030002 | Fairfield/Vacaville Hannigan Station Improvements | Fairfield: Capitol Corridor: Project includes 800-foot passenger platform, covered passenger waiting areas, train/bus passenger transfer area including bus passenger transfer facility, park & ride lot, overcrossing and pedestrian undercrossing, traveler information kiosk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Solano      | Fairfield | SOL110007 | Fairfield Transportation Center - Phase 3         | In Fairfield: Fairfield Transportation Center: 3rd parking structure of 600 or more spaces at the site and construction of direct bus access, multi-use trail, as well as other ped and bike access improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Solano      | STA       | SOL190023 | Solano Regional Transit Improvements - TIRCP 2020 | STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan) At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St |
| Solano      | STA       | SOL210006 | Solano Connected Mobility Implementation Plan     | Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Solano      | Vacaville | SOL250210 | Mapping, Wayfinding & Real-time Arrival Signage   | Replace and add mapping & wayfinding materials consistent with MTC's mapping & wayfinding project such as bus stop signs, schedules, and maps. Adding real-time arrival signage at various transit hubs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |