2027 Transportation Improvement Program:

Transportation-Air Quality Conformity Report

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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 (PM2.5). 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 PM2.5, 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 (NOx), under summertime conditions, are below the SIP budgets for all analysis years (2030, 2040 and 2050).
- **PM2.5** — Modeled regional emissions of direct PM2.5 and NOx, 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 PM2.5, 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 [1] that pose risks to human health and the environment:

- Ground-Level Ozone (O3);
- Particulate Matter (PM2.5 and PM10);
- Carbon Monoxide (CO);
- Nitrogen Oxides (NOx);
- Lead (Pb); and
- Sulfur Oxides (SOx).

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.

[1] 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 (PM2.5)**, 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.

PM2.5 (2006, 24-Hour Standard)

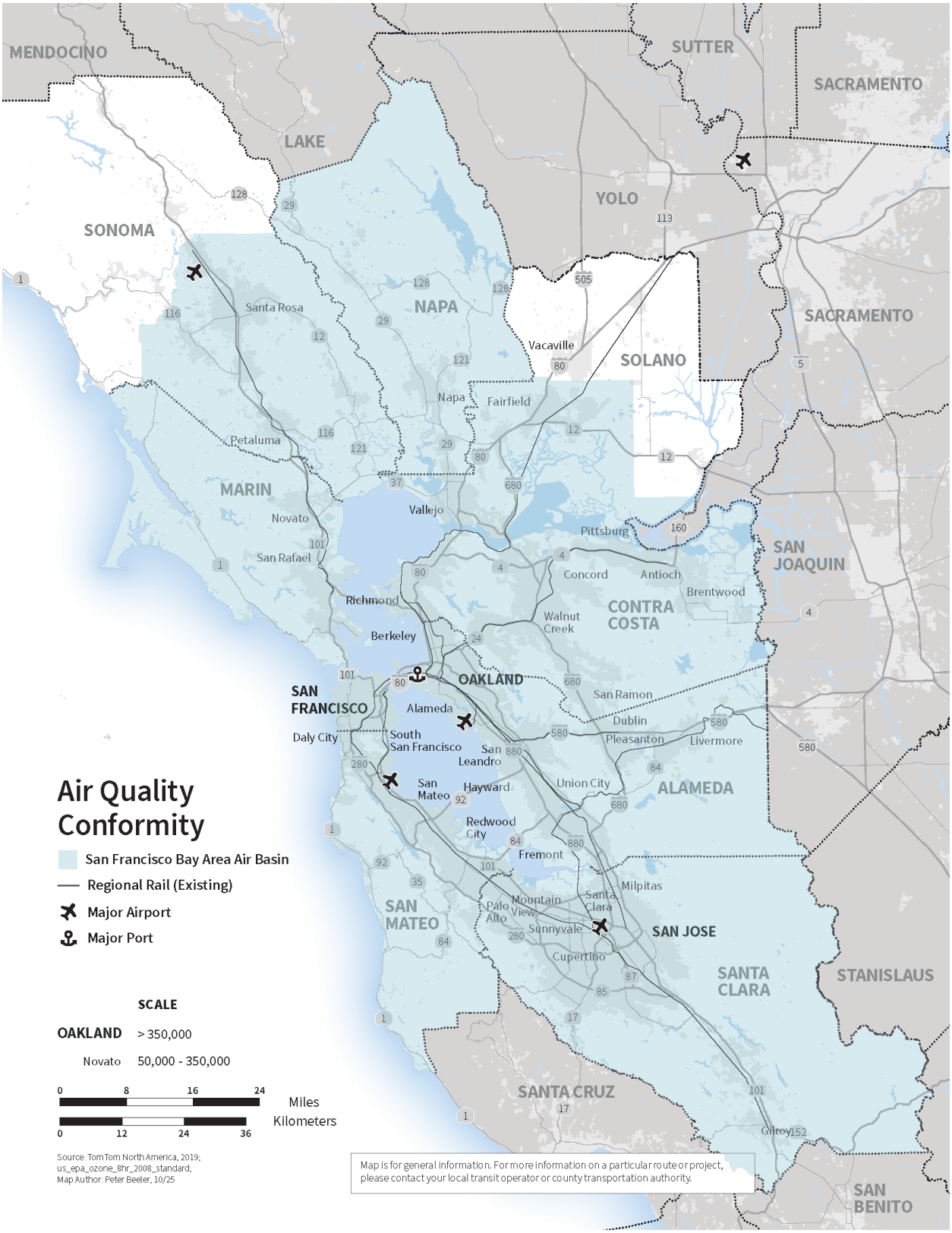
EPA first established the standard for fine particulate matter (PM2.5) in 1997, setting a 24-hour standard of 65 micrograms per cubic meter ($\mu g/m^3$) and an annual standard of 15 $\mu g/m^3$. The 24-hour standard was strengthened to 35 $\mu g/m^3$ in 2006 to provide additional public health protection. Based on monitoring data from 2007–2009, EPA designated the Bay Area Air Basin as nonattainment for the 2006 24-hour PM2.5 standard, effective December 14, 2009 (74 FR 58688).

On January 9, 2013, EPA determined that the Bay Area attains the 24-hour PM2.5 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 PM2.5 standard until a redesignation request and maintenance plan are approved by EPA.

EPA revised the annual PM2.5 standard to 12.0 μg/m^3 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 PM2.5 standard to 9.0 μg/m^3 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 PM2.5 standard and revert to the 2012 annual standard of 12.0 μg/m^3. 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 PM2.5 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 PM2.5 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. [2] 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 2020 to 2050
Population	7,749	7,723	8,048	8,476	8,903	9,266	9,586	24%
Employment	4,025	4,154	4,661	4,855	5,079	5,255	5,436	35%
Households	2,798	2,902	3,027	3,312	3,511	3,662	3,796	36%
Housing Units	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

[2] 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+. [3]

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. [4] 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. [5]

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[3] See Draft Plan Bay Area 2050+ Modeling and Forecasting Report for more information.

[4] 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.

[5] 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.[6]

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.

[6] 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
Total Roadway Lane-Miles	**20,983**	**20,993**	**21,147**	**21,108**
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
Total Transit Seat-Miles	**31,425,000**	**41,977,100**	**48,136,400**	**49,586,600**

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 NOx (exhaust), PM2.5 (exhaust, brake wear, tire wear), PM10 (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.

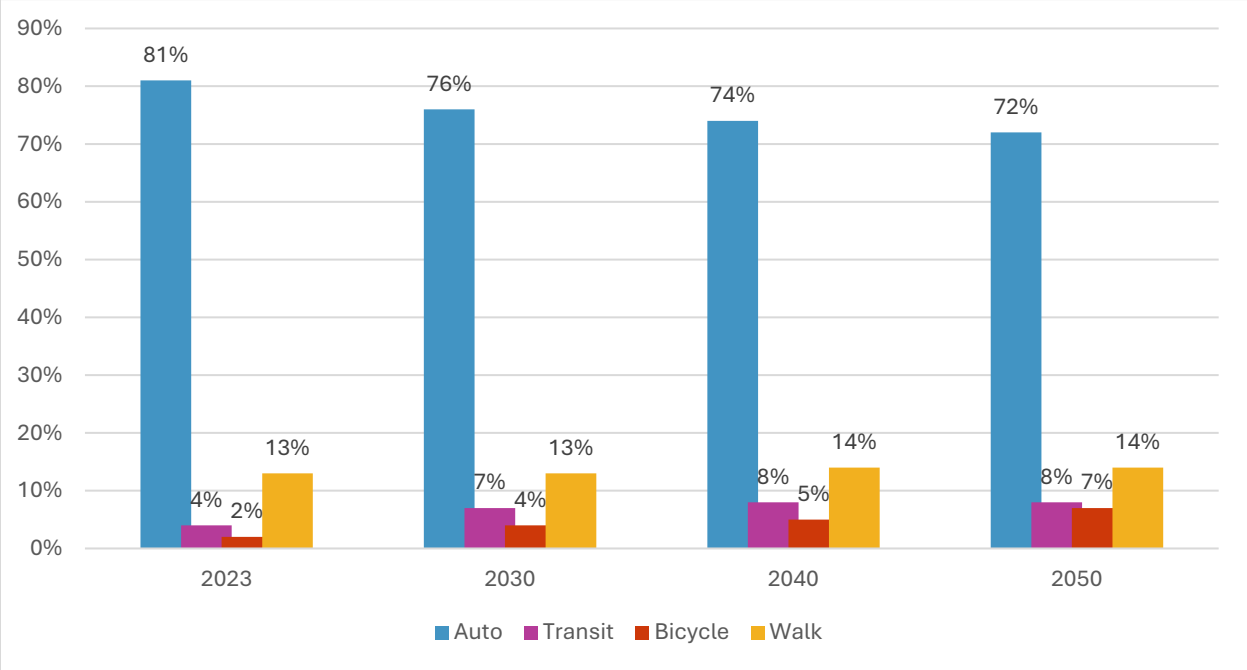
MTC staff determined that the results, summarized in Table 3 and Figure 3, are reasonable when compared with historical trends. The increase in daily VMT is associated primarily with population and employment growth. The relatively low transit mode share in 2023 is largely attributable to post-COVID 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
Vehicles in Use	4,112,000	4,565,000	4,849,000	5,355,000
Daily Engine Starts	20,811,000	23,127,000	24,643,000	27,336,000
Daily VMT*	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.
- **PM2.5** was evaluated using the interim emissions test, specifically the baseline year test, as no budgets have been approved. PM2.5 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
VOC	168.5	(4.0)	(0.5)	**164.0**
NOx	271.0	n/a	(0.7)	**270.3**

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
Total Reductions	**0.5**	**0.7**

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.

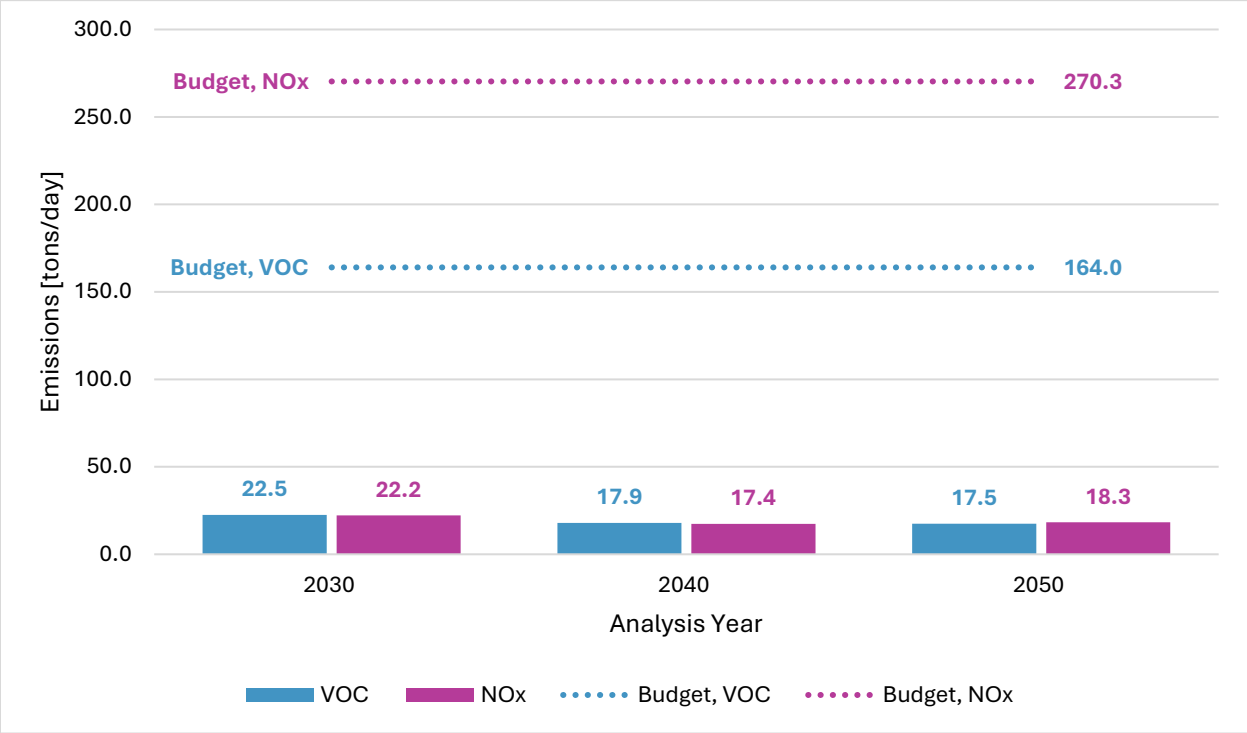
Table 6. Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day)

Year	VOC Budget[1]	Net VOC Emissions with CARB Adjustment Factors[2]	Net VOC Emissions with TCM Reduction[3, 4]
2030	164.0	23.0	22.5
2040	164.0	18.4	17.9
2050	164.0	18.0	17.5
Year	**NOx Budget[1]**	**Net NOx Emissions with CARB Adjustment Factors[2]**	**Net NOx Emissions with TCM Reduction[3,4]**
2030	270.3	22.9	22.2
2040	270.3	18.1	17.4
2050	270.3	19.0	18.3

[1] 2001 Ozone Attainment Plan
[2] 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.
[3] 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.
[4] 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[1]	2040[1]	2050[1]
PM2.5[2]	8.21	1.57 (3.85)	1.63 (4.22)	1.80 (4.66)
NOx	227.71	26.18	20.66	21.59

[1] 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.
[2] 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)

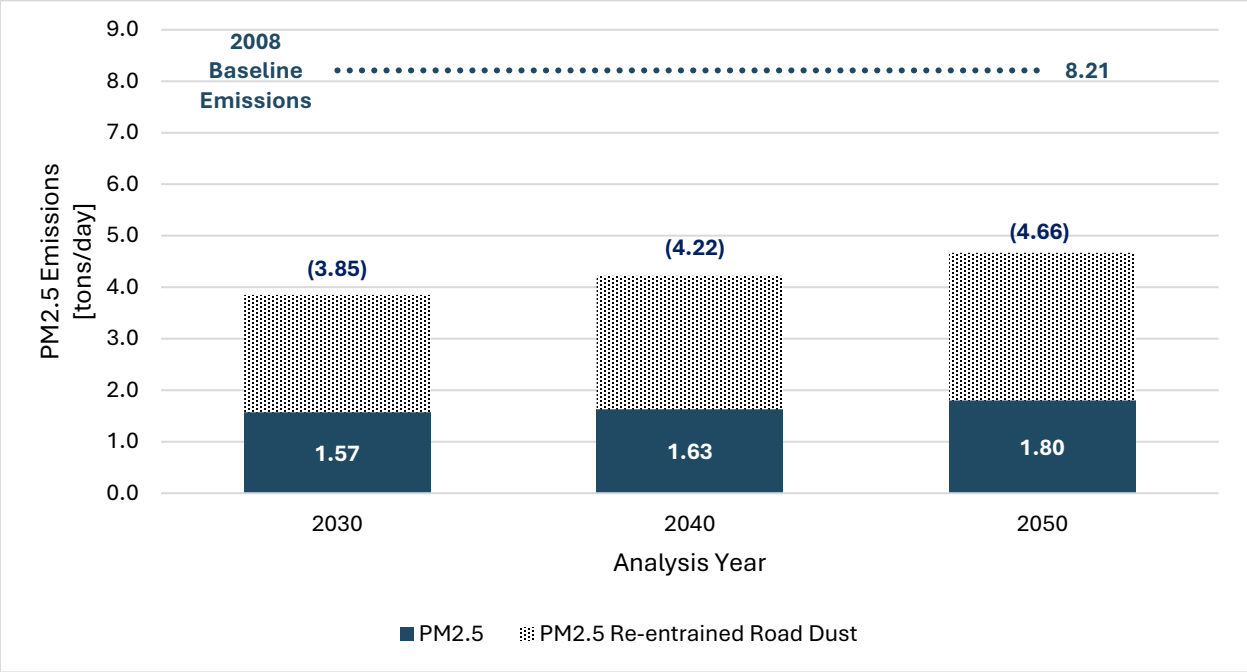
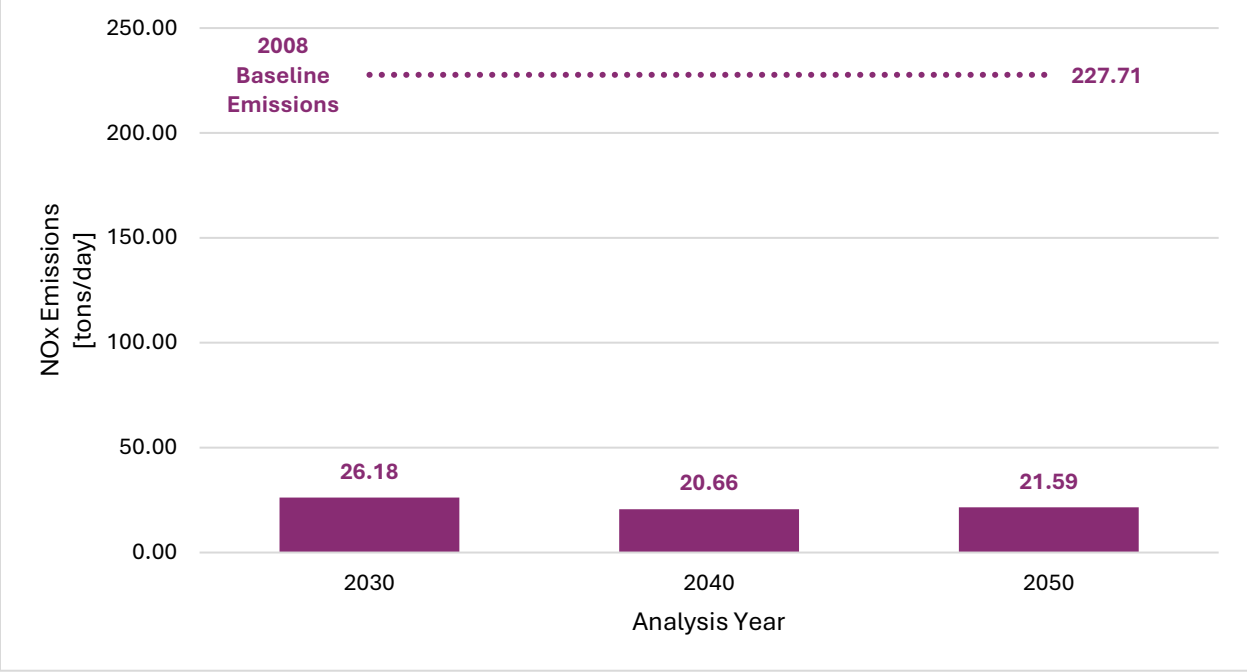


Figure 6. NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)



Conclusion: Projected PM2.5 and NOx 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 PM2.5.**

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 NOx), 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 (PM2.5) and its precursor NOx, 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)	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). 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.
Transportation supply assumptions (roadway network, transit network, prices)	Transportation supply assumptions for 2023 reflect the infrastructure in place in 2023. Transportation is modeled using Travel Model 1.6.1. Transportation supply assumptions for future analysis years include the following components: - Projects that are under construction - 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 - Scheduled toll increases, such as bridge toll increases approved by the Bay Area Toll Authority (BATA) and Golden Gate Bridge Highway & Transportation District - Projected auto-operating costs, as developed in collaboration with California Air Resources Board (CARB)
Post-COVID travel behavior assumptions	Work-from-home assumptions for 2023 are based on observed data from MTC's 2023 Bay Area Travel Study (2023 BATS) and U.S. Survey of Working Arrangements and Attitudes (SWAA).

Planning Assumptions	Data Source and Methodology
	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 & Peers. 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. These assumptions have been incorporated into the Technical Methodology document submitted to CARB in fall 2025.
EMFAC 2021 Model Assumptions	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. This version of the model reflects CARB's latest understanding of statewide and regional vehicle activities, emissions and regulations. EMFAC 2021 includes updates for: - Vehicle Technologies: Adds PHEVs and natural gas vehicles with real-world emission rates and activity; expands HD truck weight and vocation categories. - Emissions Coverage: Includes ammonia emissions; updates LD and HD exhaust, brake wear, motorcycle, evaporative, and CO_2 emission factors using new testing data. - Fleet & Activity Data: Updates vehicle populations and activity using recent DMV, IRP, CHP, NHTS-CA, major ports, and PEMS datasets. - Regulations & Policies: Incorporates major CARB and federal rules (HD Omnibus, ACT, ICT, HDVIP/PSIP, SAFE Rules, Clean Car agreements, and HD I/M). 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.

Appendix C. Regionally Significant Projects

Plan Bay Area 2050+ 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

Plan Bay Area 2050+ Regionally Significant Projects

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

Plan Bay Area 2050+ Regionally Significant Projects

RTPID	State Route/ Facility	Title	Scope	Location	Analysis Year		
					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

Plan Bay Area 2050+ Regionally Significant Projects

RTPID	State Route/ Facility	Title	Scope	Location	Analysis Year		
					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

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RTPID	State Route/ Facility	Title	Scope	Location	Analysis Year		
					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

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RTPID	State Route/ Facility	Title	Scope	Location	Analysis Year		
					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

List of New 2027 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
Non-Exempt Projects							
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
Exempt Projects							
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. 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

List of New 2027 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
Contra Costa	Contra Costa Transportation Authority (CCTA)	Antioch and Oakley Smart Signals Project	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. 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.	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

List of 2027 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
Non-Exempt Projects							
Alameda 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. 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 tum 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 HOV 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. 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. 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. 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

List of 2027 TIP Projects by County and Air Quality Status

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	SJRRC	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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 - Sunnydale and Potrero	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	SF-170013	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

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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

List of 2027 TIP Projects by County and Air Quality Status

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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 (SJIA).	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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 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.	VAR210005	25-T12-181	Non-Exempt (N/A) - N/A	2030
Exempt Projects							
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). 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. 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

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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. 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. 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

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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. 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

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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

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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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 is 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

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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)	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. 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 Segment 2: Rehab pavement along 3rd St. between Market & Broadway. Convert on-street parking to parallel parking. Installation of new sidewalk. Construction of new ADA curb ramps at street corners	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

List of 2027 TIP Projects by County and Air Quality Status

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

List of 2027 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
Contra Costa County	Concord	Concord Willow Pass Road Repaving SR2T	Concord: On Willow Pass Road (WPR) between Galindo Street and San Vincente Drive: Rehabilitate the pavement and repair damaged sidewalk, curb and gutter. Include an option to extend paving to Landana Drive) Existing curb ramps will be replaced to meet current ADA standards Pavement will be milled 4" and backfilled with 4" of hot mix asphalt (HMA) with a CIR section from Galindo St to San Vincente Drive (with a bid alternative to extend the work to Landana Drive) This pavement rehabilitation method will retain the existing grade of the pavement and will not cause excessive cross slope. The pavement base failure areas will be dug out after the milling and prior to placement of HMA wearing course. This project is combined with the Willow Pass Road Safe Routes to Transit Improvements. This project closes two sidewalk gaps and enhances an uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project includes the replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vincente Drive to connect residences to these amenities. A separate project will install a new rectangular rapid flashing beacon (RFFB) on Willow Pass Road at Ashdale Drive. The project will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project will include striping and signage for a Class IV cycle track on the north side of WPR from Parkside Drive to Landana Drive. To accommodate the cycle track, westbound travel lanes will be reduced from 2 to 1 from Landana Drive to Farm Bureau Road and some on-street parking from Farm Bureau Road to Parkside Drive is to be removed. The project includes bioretention, adjustment of traffic signals, grading, and landscaping to conform the improvements.	CC-170037	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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 Giaramita 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

List of 2027 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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

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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	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. 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. 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.	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

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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, Ells St, Ells 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. 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, Cedr	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, Cedro 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 its 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 & Sherwoood 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 and 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: 1. Smart Multi-Space Pay Stations for on-street parking and eliminating single space parking meters, reducing "street furniture," 2. Expansion of mobile payment options 3. Virtual Permit Parking system utilizing pay-by-plate technology for commuters, employees, and residents 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 5. Wayfinding Signage, Real-time digital parking signage and data that can be fed into applications 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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/auto/transit) safety and connectivity improvements along the Jefferson Street corridor, which is identified as a part of the City of Napa's High-Injury Network. Project funding is all for planning use.	NAP250201	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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 NVVT 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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. 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

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Regional/Multi-County	MTC	Regional ITS Architecture	The Bay Area Regional ITS Architecture (RITSA) is the blueprint for Intelligent Transportation Systems (ITS) project coordination and integration in the San Francisco Bay Area. The Bay Area ITS Architecture is available online at https://itsbayarea.mtc.ca.gov. It is periodically upgraded and maintained by the Metropolitan Transportation Commission (MTC) on behalf of region's stakeholders. The purpose of the Architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve safety and efficiency for travelers and the agencies providing transportation services across all modes. The system also maintains inventory of mobility projects and services that benefit travelers in the region. 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. 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.	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	Support regional work by coordinating Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region. Workshops would bring outside knowledge to a forum to share best practices with our regional partners and bring up the level of knowledge of best practices throughout the region. Peer Exchanges would provide the opportunity for our regional leaders to share their knowledge, experiences, and successes with regional partners. Develop a data-driven outreach campaign which would use the work that went into developing our Regional Vision Zero Action Plan to identify a key issue that is affecting our region and develop an effective outreach campaign to address that issue.	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

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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	MTC	Regional Planning Activities and PPM - SF County	San Francisco County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SF-170002	SF-210004	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. 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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

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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. 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. 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. 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

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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). 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 Poncetta 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 Sarratoga 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

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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

List of 2027 TIP Projects by County and Air Quality Status

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. 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

List of 2027 TIP Projects by County and Air Quality Status

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 - Stierlin Rd Bike-Ped Improvements	Mountain View: Along Stierlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard: Implement bicycle and pedestrian improvements including a) Class IV protected bike lanes on Shoreline Boulevard south of Middlefield Road to Montecito Avenue, b) traffic calming and pedestrian improvements on Central Avenue and Stierlin Road, including bulbouts, high-visibility crosswalks, pedestrian and street lighting improvements, midblock raised crossing and speed hump, c) green-backed sharrows on Stierlin Road between Windmill Park Lane/Wright Avenue and Washington Street and Class II bike lanes on Stierlin Road slip ramp, d) protected intersection at Shoreline Boulevard/Montecito Avenue-Stierlin Road, and e) Pedestrian activated midblock crossing on Shoreline Boulevard adjacent to the Safeway Shopping Center.	SCL210012	25-T09-134	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not modeled

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 Rengstroff 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	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 one 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. 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.	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

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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 upsize 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

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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

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Santa Clara County	VTA	CCTV Replacement	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). The Scope of Work will include the following project activities: 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. 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. 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 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.	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 (CPTEP) 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

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Santa Clara County	VTA	Fire Life Safety Replacement	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. 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.	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

List of 2027 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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 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 least1000lbs.	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

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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	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: 1. Brush Clearing 2. Realign 150 ft of trail to avoid sensitive species 3. Replace at least one existing undersized watercourse culvert with a new culvert 4. Upgrade at least three existing earth ford crossings to rock fords 5. Maintain and clean at least seven existing earth ford crossings 6. Road to trail conversion by pulling back perched and unstable fill material to narrow the trail to a 5 to 6 ft width 7. Upgrade trail drainage by installing reverse grade dips at 150 to 200 foot spacings 8. Construct approximately one mile of new trail at a four-foot width 9. Construct up to two new trail bridges (approx. 40 foot span) 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	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 and safety.	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 modifing 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

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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. 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. 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 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

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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. 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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
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. 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). Project was separated out from the HBP Group Listing VAR170012	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	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; Briarwood Drive south of Florence Drive; and Fruitvale Road between Ridgewood Drive and Parkridge Drive: Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.	SOL230207	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

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County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
Solano County	SolTrans	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	SolTrans	SolTrans: Bus Replacement	SolTrans: 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/striping, 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 Passalaqua 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

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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 Coddingtown 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

List of 2027 TIP Projects by County and Air Quality Status

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/Ghilotti Avenue where Ghilotti Avenue will be realigned to make a 4-way intersection. The project includes installation of ADA compliant curb ramps, sidewalk extensions to make an existing bus stop more accessible and installation of Class II bicycle lanes on Todd Road.	SON230202	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. 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: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	VAR190001	25-T01-002	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not modeled

List of 2027 TIP Projects by County and Air Quality Status

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

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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, 9th 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
TCM 1	Reaffirm Commitment to 28% Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6[1]	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11[2]	Gasoline Conservation Awareness Program (GasCAP)
TCM 12[2]	Santa Clara County Commuter Transportation Program

Table 11. Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)

TCM	Description
TCM 13	Increase Bridge Tolls to $1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of $1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16[1]	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways

TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives

Table 12. New TCMs in 2001 Ozone Attainment Plan

TCM	Description
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

[1] Deleted by EPA action from ozone plan
[2] Deleted by EPA action from ozone plan but retained in Carbon Monoxide Maintenance Plan.
Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 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
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards and will include particulate traps or filters. MTC will approve $40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once $40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle /Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once $15 million in TDA Article 3 is allocated by MTC.	MTC allocated over $20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.	FY 2004 – 2006. Complete once $27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of $27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over $27 million in TLC grant funding by FY 2006. In November 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. TCM C is fully implemented.
D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas. TCM D is fully implemented.
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued. TCM E is fully implemented.

Appendix F. Methodology for Bay Area Conformity Determinations

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman
1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov

Winston H. Hickox
Agency Secretary

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.

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

- Inclusion of "off-cycle NOx" (i.e., NOx 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.

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

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

Low Emission Vehicles (LEVII)

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

Near Zero Evaporative Standards

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

New On-Road Motorcycle Standards

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

Off-Cycle NOx Mitigation

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

New Exhaust Emissions Standards for Urban Transit Buses

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

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

Public Review

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

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

Activity Data Documentation

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

Vehicle Miles of Travel

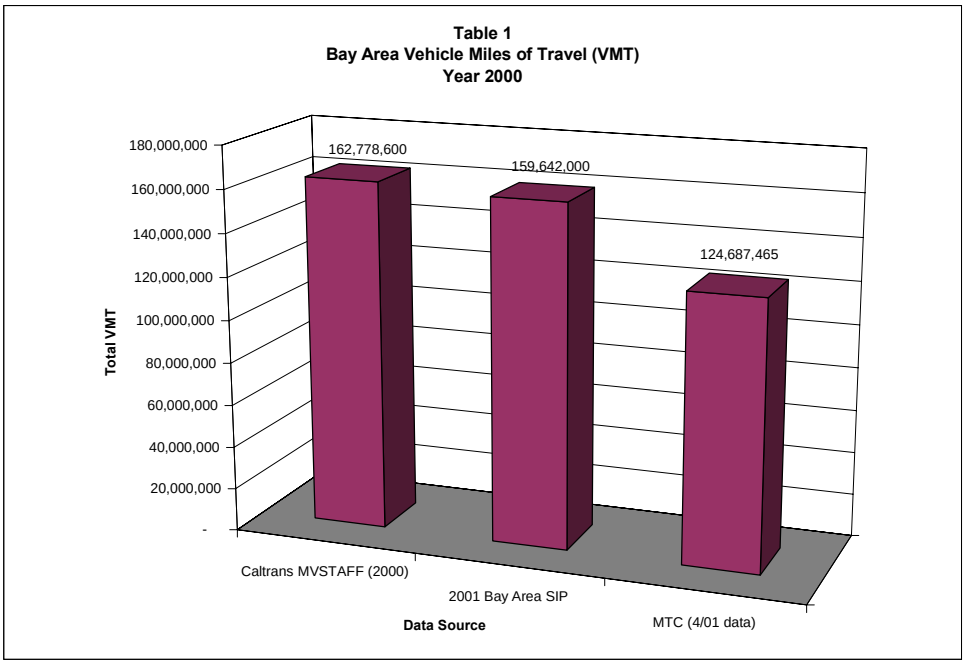
Bay Area VMT estimates for calendar year 2000 are based on the ARB VMT estimation methodology using mileage accrual rates derived from Smog Check odometer data and Department of Motor Vehicle vehicle populations (see Section 7 of the attached Technical Support Documentation for further detail on the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

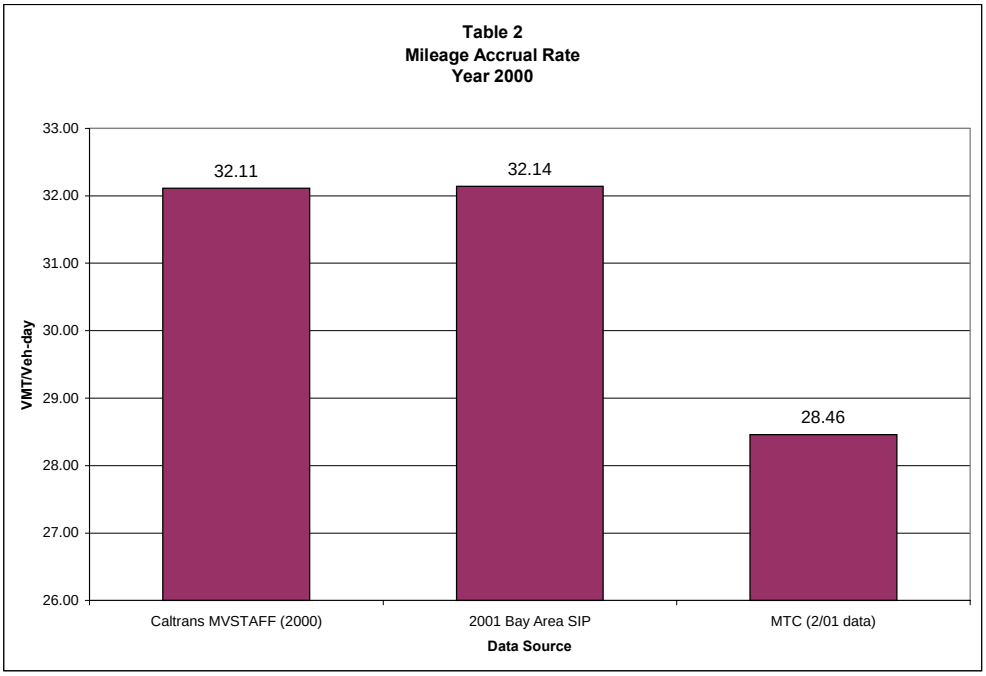
The decision to use ARB's VMT estimate instead of the VMT estimate from MTC's BAYCAST-90 travel demand model for calendar year 2000 was made in an agreement between MTC and ARB. As Table 1 illustrates, MTC's 2000 VMT estimate for the region is about 22 percent lower than both ARB and Caltrans' estimates. The ARB and Caltrans[1] methods for estimating VMT were developed independently of each other, yet fall within 1 percent of each other.
Additional justification for using the ARB VMT estimation methodology is found in the estimate of the number of miles driven by each vehicle per day (i.e., the mileage accrual

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

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

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





VMT Growth Rates

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

VMT-Speed Distributions

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

Methodology for Bay Area Conformity Determinations

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

1. MTC will submit to ARB updated VMT-speed distributions and updated VMT estimates by county for all relevant analysis years. ARB will follow the procedures below for analysis years for which MTC does not submit new activity data (i.e. for which activity data does not change from MTC's original SIP submittal):
    - ARB will use the speed distributions submitted by MTC for the most recent calendar year prior to the analysis year of interest. For example, if MTC submits new VMT-speed distributions for 2005 and 2010, but not for the 2006 analysis year, the 2006 analysis year will use the speed distributions submitted for 2005. VMT-speed distributions will not be interpolated.
    - The VMT estimate for each county will be interpolated using county-specific compounded growth rates.[2] The interpolated VMT will then be used for the following steps.

2. ARB will calculate VMT for the portions of Sonoma and Solano Counties that fall in the San Francisco (S.F.) Air Basin. This is necessary since the SIP budgets are based on the S.F. Air Basin (which covers only the southern portions of Solano and Sonoma Counties), while the MTC VMT estimates include the full nine Bay Area counties. The county portions will be calculated by multiplying the full county VMT submitted by MTC by the VMT ratio (partial county/county) derived from SF Bay Area-EMFAC 2000.[3] In year 2000, about 71 percent of Solano County, and 77 percent of Sonoma County VMT occurred in the S.F. Basin.

3. ARB will calculate the year 2000 difference in VMT between the VMT estimate included in the SF Bay Area-EMFAC 2000 runs[4] and the VMT estimate submitted by MTC for conformity.[5] The resulting differences by county represent the VMT "correction" between ARB and MTC's VMT estimates.

4. The VMT correction will be added by county to the submitted VMT for all analysis years, resulting in the "target" VMT estimate that will be used for the conformity modeling runs.[6]

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

[3] For the S.F. Basin portions of Solano and Sonoma County VMT:
S.F. Basin County Portion VMT_{MTC} = [S.F. Basin County Portion $VMT_{SFBayArea\text{-}EMFAC2000}$ / Total County VMT $_{SFBayArea\text{-}EMFAC2000}$] * Total County VMT_{MTC}

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

[5] VMT $correction_{county\ a}$ = SIP VMT_{CY2000} – MTC VMT_{CY2000}

[6] Target $VMT_{county\ a}$ = MTC $VMT_{county\ a}$ + VMT $correction_{county\ a}$

5. The county-specific target VMT in the conformity modeling runs will be achieved in SF Bay Area-EMFAC 2000 by modifying the county-specific vehicle populations in SF Bay Area-EMFAC 2000 using the What-if-Scenario (WIS) option. Since vehicle population and VMT are linearly related in SF Bay Area-EMFAC 2000, to obtain the "target" vehicle population, ARB staff will take the ratio between the SIP VMT estimates and the target VMT for each analysis year and apply them to the SIP vehicle population estimates for each respective analysis year.[7]

6. Once the target vehicle populations have been calculated, ARB staff will run SF Bay Area-EMFAC 2000 using the WIS option to adjust vehicle populations by county, and incorporate any updated speed distributions.

7. ARB staff will then apply control factors to the model output to adjust for emission reduction measures not included in the SF Bay Area-EMFAC 2000 emission factor model or changed since the model was developed.

8. Finally, ARB staff will compare the results to the SIP budgets for the conformity demonstration.

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

Sincerely,

/s/

Michael P. Kenny
Executive Officer

Enclosures

cc: See next page.

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

cc: (w/o Enclosures)
Mr. Jack Broadbent, Director
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Oakland, California 94607

Mr. Eugene Leong, Executive Officer
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Ms. Cynthia Marvin
Air Resources Board

January 2003

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

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

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

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

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

*WIS Input TRS Trips = EMFAC Default Trips * (RTPA TRS Trips / RTPA Baseline Trips)*

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

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

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

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

*WIS Input Population = EMFAC Default Population * (RTPA VMT / EMFAC Default VMT)*

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

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

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

Recommendations

1. ARB recommends that the EMFAC2002 default estimates of vehicle trips, based on starts per day, be used for SIP development and conformity purposes. Model defaults for trips may be factored to account for trip reduction scenarios, but should not be replaced with estimates that do not account for all vehicle starts. Alternative approaches, such as the factoring of travel demand model trip outputs for appropriate classes to account for additional starts, may be considered through interagency consultation.

2. We recommend continuation of current practices for input of latest speed distributions for SIPs and conformity assessments. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model.

3. To fully reflect the impacts of modified VMT forecasts on all emissions processes, in the calculation of SIP emissions budgets, and in the assessment of conformity with those budgets, vehicle population should be adjusted in EMFAC2002 proportional to the estimated VMT change. Local circumstances may alternatively support adjustment of mileage accrual rates, subject to interagency consultation.

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

Appendix 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.[1] 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.

[1] 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:[2] 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:[3] 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:[4] 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:[5] 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

[2] CARB. (2021). Advanced Clean Trucks Regulation, *https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks*.
[3] CARB. (2020). Zero-Emission Airport Shuttle Regulation, *https://ww2.arb.ca.gov/rulemaking/2019/asb19*.
[4] CARB. (2019). Heavy-Duty Warranty Amendments, *https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018*.
[5] 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.[6]
        - 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.

[6] 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 NOx standard).
  - Removed reduction factors reflecting Omnibus requirements[7] that are applied to baseline emission rates. Baseline emission rates default to in-use test data from 0.2 g/bhp-hr NOx certified engines.
  - Outputs show increased tailpipe NOx 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.[8]

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:

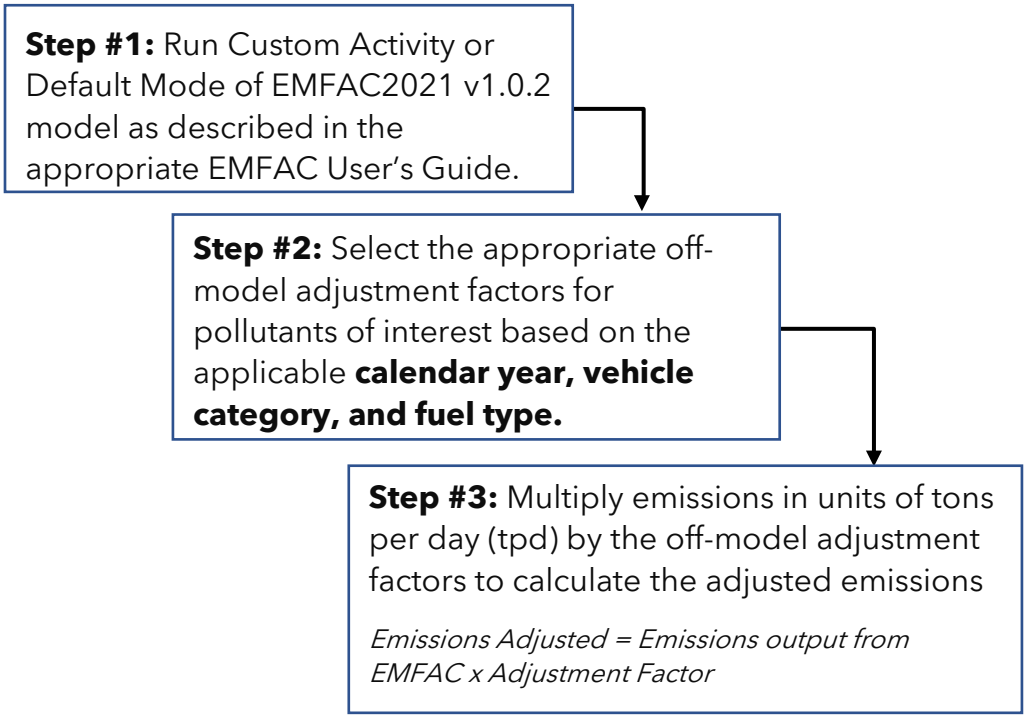
Adjustment factors = Remove Regulations emissions / Include Regulations emissions

[7] 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.
[8] 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*.

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 NOx, ROG, PM2.5, and PM10 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[9]



Contact

For questions regarding the EMFAC off-model adjustment factors, please contact us at: *EMFAC@arb.ca.gov*

[9] 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.[1] President Trump signed the resolutions into law on June 12, 2025.[2] Each resolution provides that the corresponding waiver "shall have no force or effect."[3] 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.

[1] *See* H.R.J. Res. 87; and H.R.J. Res. 89.
[2] *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.
[3] *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,[4] 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.[5]

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[6] and proceeding with project-level conformity determinations involving non-exempt projects that do ***not*** require a carbon monoxide or particulate

[4] 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).

[5] 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.

[6] 40 CFR 93.114.

matter hot-spot analysis.[7] 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, or Karina O'Connor at (415) 972-3498 and oconnor.karina@epa.gov.

Sincerely,

ANITA LEE Digitally signed by ANITA LEE
Date: 2025.11.21 15:07:59 -08'00'

Anita Lee
Acting Director, Air and Radiation Division

[7] 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 (NOx) 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,[1] 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.

[1] 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.[2] 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.[3] 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).[4] 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,[5] were approved by U.S. EPA on November 21, 2025.

III. Background on the Clean Truck Check Program and Impact on Tailpipe NOx and PM Emissions

The CTC regulation[6] 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 NOx 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

[2] For more information, see the *EMFAC section* on EPA's Policy and Technical Guidance for State and Local Transportation website.

[3] 87 Fed. Reg. 68,483 (Nov. 15, 2022)

[4] 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.

[5] EMFAC2021 Off-Model Adjustment Factors

[6] 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 NOx 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 off-model adjustment factors = Include Regulation / Adjusted Baseline

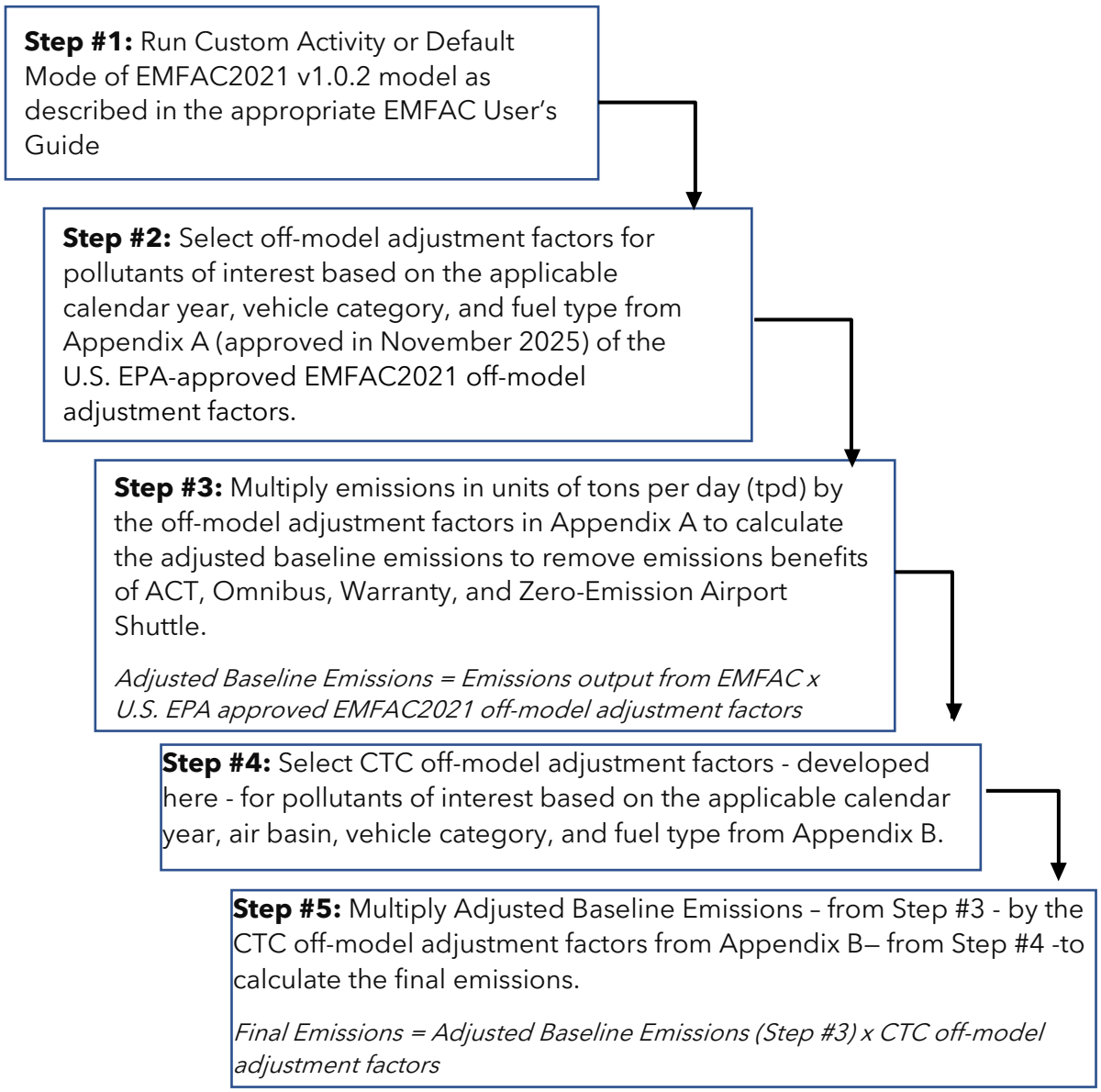
V. Application of Off-Model Adjustment Factors

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.[7] 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.

[7] *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*

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.[1] 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.[2]

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.[3] 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.[4]

[1] 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).
[2] 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.
[3] 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).
[4] 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_{10}, and $PM_{2.5}$ 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[5] are applied to EMFAC2021 emissions estimates.[6]

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, or Karina O'Connor at (415) 725-8713 and oconnor.karina@epa.gov.

Sincerely,

ANITA LEE Digitally signed by ANITA LEE Date: 2026.05.06 15:45:39 -07'00'

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

[5] 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.
[6] 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; 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
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Regulatory Framework, pp. 5-6	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	N/A	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor to the PM 2.5 nonattainment problem or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	Conformity Demonstration, pp. 19-20	
§93.102 (b)(2)(v)	PM2.5 areas: document if both EPA and the state have found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	N/A	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	Introduction, p. 2	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A – no new motor vehicle emission budget included in this analysis	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.106	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
§93.106 (a)(2)(ii)	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Appendix C: Regionally Significant Projects, p. C-1, and Table 2. Modeled Network Capacity, p. 14	
§93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	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
§93.109 (a, b)	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	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Conformity Demonstration; pp. 19-21	
93.109 (e)	Document if the area has a limited maintenance plan and from where that information is found.	N/A	
93.109 (f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found.	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Modeling & Assumptions, pp. 11-17; Appendix B. Latest Planning Assumptions, pp. B1-B2	
USDOT/EPA guidance	Document that planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years include justification for not reviewing and updating assumptions at least every 5 years.	Modeling & Assumptions, pp. 11-15	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.110 (c,d,e,f)	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
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Modeling and Assumptions, pp. 15-17	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Interagency Consultation & Public Involvement, pp. 25-26	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Regional Plans, Programs, and TCMs, pp. 8-10	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Modeling and Assumptions, pp. 11-17	
§93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.	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
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Regional Emissions Analysis, p. 22-25	See Table 6. Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day)
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Conformity Demonstration, pp. 19-21	
93.118 (c)	Document and demonstrate consistency with motor vehicle emissions budgets for each pollutant or pollutant precursor for which the area is in nonattainment or maintenance and for which the applicable SIP plan establishes a motor vehicle emissions budget.	Regional Emissions Analysis, pp. 22-25	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years	Conformity Demonstration, pp. 20-22	

40 CFR	Criteria	Ch, Section, Page	Comments
	in which specific analysis is not required.		
§93.119 (a, b, c, d)[1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	Regional Emissions Analysis, pp. 22-25	
93.119 (e)	Document the appropriate baseline year.	Conformity Demonstration, p. 19-21	
93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	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
§93.119 (h,i)	For areas without applicable SIP budgets: Document how the baseline and action scenarios are defined for each analysis year.	Conformity Demonstration, p. 21	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Regional Plans, Programs, and TCMs, p. 9; Modeling & Assumptions, pp. 11-14	See Appendix C for additional information on regionally significant projects
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Regional Plans, Programs, and TCMs, pp. 9-10	See Appendix E for additional information on TCMs.
§93.122 (a)(4,5,6, 7)	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
	Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation. Document the method(s) used to estimate VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area.		
§93.122 (b)(1)(i) [2]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Modeling & Assumptions, p. 11	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Modeling & Assumptions, p. 11	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Modeling & Assumptions, pp. 11-12	https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf

40 CFR	Criteria	Ch, Section, Page	Comments
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Modeling & Assumptions, pp. 12-13; Emissions Modeling, pp. 15-16	https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Modeling & Assumptions, pp. 12	https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Modeling & Assumptions, p. 12	https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Modeling & Assumptions, p. 12	https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Modeling & Assumptions, p. 13	https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.	N/A	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	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	
§93.124	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))		
§93.126, §93.127, §93.128	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: Projects in the 2027 TIP, p. D-1	

[1] Note that some areas are required to complete both interim emissions tests.

[2] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population.

Disclaimers: This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.