

The Transportation Improvement Program (TIP)

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds or are subject to a federally required action or are regionally significant. The Metropolitan Transportation Commission (MTC), as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as “programmed”) must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the TIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require that the public be involved and be provided opportunity to comment prior to TIP approval.

Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP. Apart from some improvements to the region’s airports, seaports, and privately owned bus and rail facilities, all regionally significant transportation projects or projects requiring federal action are part of the TIP. All projects included in the MTC-prepared TIP must be consistent with the Regional Transportation Plan (RTP) for the Bay Area, *Plan Bay Area*.

TIP Update

Considering that MTC is only required to adopt a new TIP once every four years, and the latest TIP was approved by FHWA and FTA roughly a year ago on August 12, 2013, MTC is performing a simple update of the current TIP to incorporate MTC’s TIP into the Federal Statewide Transportation Improvement Program (FSTIP). The four-year time period of the 2015 TIP (FY 2014-15 through FY 2017-18) is within the six-year time period (FY 2012-13 through FY 2017-18) previously adopted by the Commission for the 2013 TIP. Since the 2015 TIP period is entirely contained within the period previously approved by the Commission, there are few projects being added that have not previously received a commission TIP action. The 2015 TIP is simply updating the project costs, scopes and schedules, and identifying two years of project funding (FY 2012-13 and 2013-14) as prior years, with corresponding updates to other elements of the TIP.

The 2015 TIP: Features and Highlights

- The 2015 TIP complies with the requirements under the current federal Transportation Act: Moving Ahead for Progress in the 21st Century (MAP-21). Congress approved MAP-21 in July 2012.
- The 2015 TIP includes 1,004 transportation projects including several grouped listings or lump-sum entries for certain program categories, such as state highway maintenance, that include additional projects.
- The 2015 TIP covers four years of programming for federal fiscal years 2014-15 through 2017-18.
- The 2015 TIP includes federal, state, and local programming of projects totaling approximately \$9.5 billion during the four-year TIP Period.
- The 2015 TIP includes total project funding (including the funding prior to, within the TIP period and after the four-year TIP period) totaling \$48.7 billion.

The 2015 TIP may be viewed online on the MTC Web site at:

<http://www.mtc.ca.gov/funding/tip>.

As an added feature, individual project listings may also be viewed interactively with the latest information as the TIP is revised through MTC's online (web based) Fund Management System (FMS) at http://www.mtc.ca.gov/funding/fms_intro.htm.

Some of the listed projects have been mapped to present the online reader with a visual location of the project. Those without access to the Internet may view a printed copy of the project listings at the MTC-ABAG Library in Oakland at 101 Eighth Street, and at major public libraries in the Bay Area.

Plan Bay Area (RTP) and the TIP

The Regional Transportation Plan (RTP), *Plan Bay Area*, is the Bay Area's comprehensive roadmap to guide transportation investment over 28 years, from 2013 to 2040. The RTP establishes the financial foundation for how the region invests in our transportation system by identifying how much money is available to address critical transportation

needs and sets the policy on how this funding is to be spent on transportation needs. The RTP is updated at least once every four years to reflect new planning priorities and changing projections of growth and travel demand, based on a realistic forecast of future revenues. The program of projects in the RTP must also help protect regional air quality. *Plan Bay Area* is available at the MTC-ABAG Library and online at <http://onebayarea.org/>

Sustainable Community Strategy (SCS)

Plan Bay Area addresses new requirements flowing from California's 2008 Senate Bill 375 (Steinberg), which calls on each of the state's 18 metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. This is important because the transportation sector represents about 40 percent of the GHG pollution that scientists say is contributing to climate change. The legislation calls upon MTC and ABAG to adopt a Sustainable Communities Strategy, which will coordinate land use and transportation in the regional transportation plan. Taken together, the land use patterns and transportation investments aim to reduce greenhouse gas emissions for cars and light-duty trucks in the nine-county region.

Plan Bay Area also addresses the challenge of accommodating the Bay Area's future growth. Our population is expected to increase from about 7 million in 2011 to approximately 9 million in 2040. We need to make transportation, housing and land-use decisions now to sustain the Bay Area's high quality of life for current and future generations. The Sustainable Communities Strategy promotes compact, mixed-use commercial and residential development that is walkable and bikable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities.

The vision for *Plan Bay Area* is rooted in the Three "E"s of Economy, Environment and Equity. The vision is to support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient, regional transportation system. The seven goals that the Commission adopted for *Plan Bay Area*, give more specific expression to the region's commitment to the Three "E" principles. Goals include climate protection, adequate housing, healthy & safe communities, open space & agricultural preservation, equitable access, economic vitality, and transportation system effectiveness. The policies in *Plan Bay Area* are designed to help achieve these goals and to advance the Three "E"s and the investments in the TIP help to further implement these goals and policies.

TIP Investment Analysis

Staff completed an investment analysis with a focus on low-income and minority populations (Appendix A-2). The key question asked in the investment analysis is: “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”

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

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

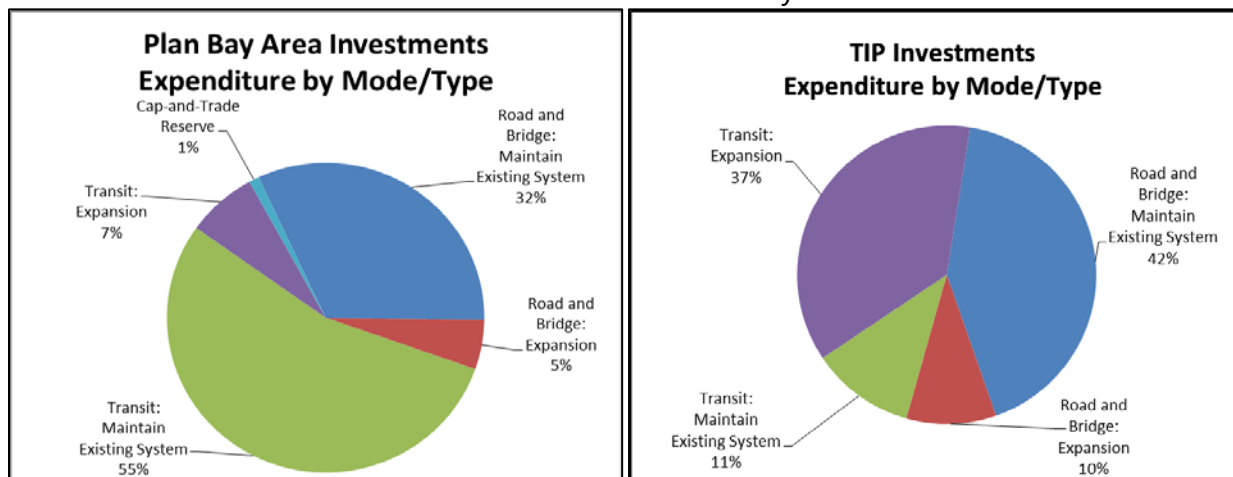
The analysis is a companion to the TIP and makes more user-friendly investment data available to the public. Staff envisions the analysis to be dynamic and to evolve based on feedback from stakeholders going forward. In addition to enhancements to the low-income and minority population focused investment analysis, future analyses could look at different focus areas.

Investment Decisions

Plan Bay Area dedicates 87% of the \$292 billion in projected transportation revenues over the 28-year period to maintaining and managing the region’s current transportation network of transit, bridges, highways, and local streets and roads. As

illustrated below, the other investment categories address expansion for transit; bridge, highway and complete streets and Cap-and-Trade Reserves at roughly 13%.

The policies of *Plan Bay Area* prioritize maintenance and management of the existing transportation system, by funding 90% of the transit operating and capital replacement costs for Bay Area transit providers and roughly 56% of the local streets and roads maintenance on the streets and road network in the Bay Area.



Investment Category	Plan Expenditures YOES billions	TIP Expenditures YOES billions
Transit: Maintain Existing System	\$159	\$1
Transit: Expansion	\$21	\$4
Road and Bridge: Maintain Existing System	\$94	\$4
Road and Bridge: Expansion	\$15	<\$1
Cap-and-Trade Reserve	\$3	\$0
Total	\$292	\$10

Plan Bay Area is available in its entirety on MTC's website at <http://onebayarea.org/plan-bay-area.html>.

By comparison, the TIP covers a four-year period and includes \$10 billion in programming. For the TIP, the breakdown of expenditures is roughly:

- Maintenance of the Existing System - \$5 billion, or 53%
- System Expansion - \$5 billion, or 47%

The TIP is limited to projects and programs with a federal interest; locally-funded transit operations and maintenance, and local streets and roads maintenance are generally not included in the TIP.

A brief discussion of the three primary investment categories from the RTP and the more specific near-term funding strategies in the TIP follows. For more detail, the Investment Plan from *Plan Bay Area* can be found in Appendix A-46, "Financial Plan."

Maintenance and Management of the Existing System: This investment category includes rehabilitation and replacement of transit vehicles and facilities as well as the upkeep of freeways and local roadways. Also included is management of the system through system operations programs.

Some of the most significant projects that the region is currently undertaking to ensure adequate maintenance are the toll bridge retrofit/rehabilitation programs, the BART railcar replacement program, and preventative maintenance for transit operators such as AC Transit and Santa Clara VTA (refer to "Projects in the 2015 TIP Over \$200 Million" later in this document).

The investment level for streets and roads in the 2015 TIP is expected to preserve pavement in the same "fair" condition as it is now. One of the main differences between the TIP and *Plan Bay Area* is that much of the revenue for streets and roads rehabilitation is through gas tax subventions that are included in the long-range plan but are not required to be part of the TIP, because these projects are funded with local dollars. In terms of near-term programming, \$320 million of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), funding was made available during the four-year period to the nine-bay area counties through the One Bay Area Grant program. Local streets and road rehabilitation is one of the eligible project categories for the One Bay Area Grant program. (See Appendix A-27 for information on the OBAG Program) Of the \$320 million made available, \$85 million (26%) was committed to local streets and roads rehabilitation needs. Also, jurisdictions receiving One Bay Area Grant funds are required to have complete streets policies in place either through a board resolution or a general plan that complies with the California Complete Streets Act of 2008 to ensure that the needs of non-motorists are considered during project development.

To address transit capital maintenance needs, *Plan Bay Area* investments will fund all bus, rail car and ferry vehicle replacements and 76 percent of other high-priority investment needs, such as rehabilitation of tracks, bridges and train control systems. An

assessment of projected needs and revenues for MTCs Transit Capital Priorities (TCP) Program demonstrates that if programming for transit capital replacement and rehabilitation projects, including projects funded through the Core Capacity Challenge Grant Program, is constrained to match projected Federal Transit Administration formula funds from FY 2014-15 through FY 2029-30, needs in the middle of this period starting in FY2017-2018 will exceed revenues, when expenditures on major vehicle replacement projects for BART, Caltrain, and SFMTA, and other Core Capacity projects peak. In anticipation of these peak needs and to smooth out cash flow during this 16-year period, the Commission has already established an approach of creating reserves in years when revenues exceed high-priority needs to help address the shortfalls in years when peak needs exceed revenues. The Commission will also explore financing strategies to use future transit capital revenues to help meet near-term needs if necessary. In addition, the Commission previously directed \$150 million of Cycle 2 STP funds to supplement FTA formula programs to support future major fleet replacements, fixed-guideway rehabilitation and other high-scoring capital needs and to support implementation of Transit Sustainability Project (TSP) projects. The funding plans for the TCP and Core Capacity programs anticipate that future STP or other regional funds will continue to be used to support transit capital replacement and rehabilitation projects.

Plan Bay Area includes various strategies to effectively manage the system leading to higher productivity and more capacity on the region's existing transportation infrastructure. During this four year TIP period, the region has programmed funds to safety projects and security projects for Bay Area transit operators; regional operations programs such as the 511 program, Transit Performance Initiative, regional rideshare, transportation marketing, Priority Conservation Areas, freeway operations including the Freeway Performance Initiative, incident management, regional signal timing and technical assistance, and Safe Routes to Schools. Roughly \$67 million of STP and CMAQ funds have been programmed in the 2015 TIP to support these activities. Additionally \$320 million of STP/CMAQ is available over a four-year period to the nine-bay area counties through the One Bay Area Grant program to select bicycle and pedestrian projects, and Transportation for Livable Communities (TLC) projects, which are eligible project categories.

Additionally, the 2015 TIP includes funding for specialized and community based programs including the Lifeline Transportation Program projects and the Climate Initiatives Program.

Transit, Bridge, Highway and Complete Streets Expansion: This investment category targets investments to expand transportation facilities, where those projects yield high productivity. These investments include high occupancy/toll lanes, highway and rail expansions, transit oriented development policies, goods movement, rapid bus routes/express bus service, etc. Most major transit expansions in the TIP are part of MTC Resolution 3434 (Appendix A-7, "Regional Transit Expansion Program"), which represents the region's consensus agreement on Bay Area transit expansion.

Major strategic expansion projects with the highest levels of programming in the 2015 TIP period include among others the following:

- BART extension from Warm Springs to Berryessa
- Central Subway in San Francisco
- Transbay Terminal in San Francisco / Caltrain Downtown Extension – Phase 1
- eBART – East Contra Costa BART Extension
- BART Warm Springs Extension
- Sonoma Marin Area Rail Corridor
- Capitol Expressway Light Rail Transit Extension

For the complete list of projects with total project cost greater than \$200 million in the 2015 TIP, refer to "Projects in the 2015 TIP Over \$200 Million" and "Grouped Listings in the 2015 TIP Over \$200 Million" later in this document.

Regional Transportation Plan (RTP) Consistency

Only projects consistent with the *RTP, Plan Bay Area*, are included in the 2015 TIP as required by federal law. This means that even fully funded projects are excluded from the 2015 TIP if they are inconsistent with the RTP. Projects are reviewed for consistency with the RTP as they are submitted for various funding programs, and as they are amended in the TIP. Consistency also includes the requirement that project costs in the TIP do not exceed those in the RTP's funding constrained investment plan.

Congestion Management Process

Responding to requirements established through SAFETEA, MTC generally updates its congestion management process (CMP) approximately every two years. The approach of the CMP recognizes existing planning processes that form the foundation of the Bay Area region's efforts to improve mobility and manage congestion. The congestion management process for the Bay Area identifies congested areas and mobility issues

through routine monitoring; identification, evaluation and selection of strategies to address congestion and mobility issues; and implementation of the selected strategies. The strategies include performance monitoring, county congestion management plans, short range transit plans, major corridor studies, the TIP, and the RTP along with other planning activities. The CMP has a list of focus tasks (projects and studies arising from diverse, established activities addressing congestion management and mobility) and these tasks ultimately provide information on developing transportation investment priorities which feed back into the regional planning process and the programming of projects in the TIP. The most recent CMP was adopted in 2010 and is attached in Appendix A-54. A list of single occupant vehicle (SOV) capacity increasing projects is included in Appendix A-62.

System Preservation, Operation, and Maintenance Costs

Both the TIP and the RTP need to take into account the estimated costs of maintaining and operating the total transportation system. The 2015 TIP is the programming document that implements the policies, strategies and projects contained in *Plan Bay Area* and emphasizes maintaining and sustaining the existing transportation system. Firstly, projects which are directly programmed by the Commission are selected for a number of key programs developed to address various transportation needs expressly identified in *Plan Bay Area*. For example, the One Bay Area Grant program includes funding for project sponsors to use to address their system preservation. Also, FTA Formula funding programs (among other funding programs) address transit operators' maintenance needs. Secondly, funding for projects programmed to the region by entities other than MTC, such as the State, is included in the TIP. In particular the State Highway Operation and Protection Program (SHOPP) funds are incorporated into the TIP to meet the operation and maintenance requirements of the State highway system. Below are key programs in the TIP which address system preservation, operation, and maintenance of the transportation system:

- **State Highways: State Highway Operation and Protection Program (SHOPP):**
The SHOPP is a program of projects administered by Caltrans designed to preserve and protect the existing State highway system. The California Department of Transportation is required to prepare a 10-year plan for the rehabilitation and reconstruction of all state highways and bridges. The plan then becomes the basis for developing the SHOPP. SHOPP projects fall into six major categories: Collision Reduction, Bridge Preservation, Roadway Preservation, Roadside Preservation, Mobility and Emergency Response. Projects are approved

for inclusion in the SHOPP on a statewide competitive basis, initiated by the Caltrans District Offices, with safety as the highest priority.

- **Local Streets and Roads:** Preservation costs for San Francisco Bay Area local roadway infrastructure (pavement, non-pavement and locally owned bridges) are determined using a process that incorporates pavement management programs and analysis completed by jurisdictions. The information on local street and road needs feeds into the Regional Transportation Plan needs assessment and is a basis for making funds available for streets and roads preservation projects, which are programmed in the TIP. Refer to Appendix A-55 for more detailed information and Streets and Roads needs and analysis.
- **Transit Operations and Rehabilitation:** The TIP includes Financial Capacity Assessments for public transit agencies in the region, which assess the financial state of the transit operators in the region and initiatives being undertaken to maintain the existing capital plan and service operations. The assessments are included in Section 2 of the TIP document. Also, under the Transit Performance Initiative (TPI), MTC created an incentive program to reward transit agencies that achieve ridership increases and productivity improvements, and has allocated funds to projects in the TIP on the basis of performance, thereby encouraging greater efficiencies and better service to the public.

TIP Development and Schedule

MTC developed the Draft TIP in cooperation with the Bay Area Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of federal and state agencies, county Congestion Management Agencies (CMAs), public transit providers, and city and county public works representatives. The Partnership, working through its committees and working groups, played a significant role in the selection of projects programmed in the 2015 TIP.

Central to developing the TIP is MTC's process for deciding how to invest "flexible" federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian facilities. To develop a plan for spending funds for the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC works closely with local partner agencies

and its citizen-based Policy Advisory Council to develop regional priorities. The priorities stem from the long-range plan, *Plan Bay Area*.

Most of the projects in the 2015 TIP are carried over from the 2013 TIP. To decide which projects to carryover, MTC requested sponsors of projects in the 2013 TIP to indicate which of their projects had been completed, were well underway or were still in planning or early implementation stages. During the preliminary review of the draft TIP, project sponsors were also allowed to propose new projects to be included in the 2015 TIP. A list of all new projects was provided to the Air Quality Conformity Task Force (MTC's inter-agency consultation group for air quality purposes) prior to being added into the draft TIP. This list of new projects can be found in Appendix A-47.

Once the Draft 2015 TIP was developed, it was released for public review and comment. As part of the public review process, the draft document was sent to over 30 major libraries throughout the Bay Area as well as the MTC-ABAG library. Notices were also sent to an extensive list of interested parties including transportation agencies, other state, federal and tribal agencies and other transportation interests. The Draft 2015 TIP was also submitted through intergovernmental review, via the Association of Bay Area Government's Regional Clearinghouse, which notices all local agencies in the Bay Area and receives their comments. The document can be downloaded from the MTC website (www.mtc.ca.gov). After the close of the public comment period, MTC's responses to significant comments were compiled and included as an appendix to the 2015 TIP (Appendix A-58). This review process is conducted according to the Public Participation Plan (PPP) process adopted by MTC. The PPP is detailed in a later section.

After the public comment period, the 2015 TIP document is presented to a standing committee of the Commission. After its review, the committee forwards the document to the full Commission for adoption. The 2015 TIP is then sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After review and approval by Caltrans, the FSTIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the TIP. The TIP is valid for up to 4 years following approval by FHWA/FTA. The 2015 TIP schedule is as follows:

- June 26, 2014: Draft 2015 TIP and Draft Air Quality Conformity Analysis of the Plan and Draft 2015 TIP released for public review and comment.
- July 9, 2014: Public hearing held during MTC committee meeting.

- July 31, 2014: End of public review and comment of Draft 2015 TIP and Draft Transportation-Air Quality Conformity Analysis of the Plan and 2015 TIP.
- September 10, 2014 MTC committee reviewed the 2015 TIP and Air Quality Conformity Analysis of the Plan and 2015 TIP and referral to Commission
- September 24, 2014: Commission scheduled approval of final 2015 TIP and Transportation-Air Quality Conformity Analysis of the Plan and 2015 TIP
- December, 2014: 2015 TIP Approval by FHWA / FTA (anticipated date)

Public Participation Process

MTC is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. The process for updating and revising the Transportation Improvement Program (TIP) is directed by procedures contained in the MTC Public Participation Plan (PPP). MTC provides many methods to fulfill this commitment, as outlined in MTC's PPP, MTC Resolution No. 3821. The PPP is available at http://www.mtc.ca.gov/get_involved/participation_plan.htm, and is included in Appendix A-3.

Further, Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. The TIP and the Public Participation Plan satisfy the public participation requirements for the POP. Public notices of public involvement activities and times established for public review and comment on the TIP state that they satisfy the POP requirements of the Section 5307 Program.

Public Participation Approach for the Transportation Improvement Program

MTC adopted the 2013 TIP, covering the six-year period from FY 2012-13 through FY 2017-18 on July 18, 2013, following an extensive outreach and public involvement process in companion with the adoption of the Regional Transportation Plan, Plan Bay Area. The period of the 2015 TIP Update is within this time period (FY 2014-15 through FY 2017-18). MTC consulted extensively with agencies and Tribal Nations affected by transportation decisions, in the preparation of *Plan Bay Area*, and in developing the priorities and programs during this TIP period. This consultation was as follows:

- Project sponsors including the California Department of Transportation (Caltrans), local jurisdictions, county Congestion Management Agencies (CMAs), and transit operators reviewed and consulted with MTC on each of their respective projects in the TIP. Furthermore, through the Bay Area Partnership, these agencies are involved every step of the way in the establishment of MTC programs and the selection of project criteria and delivery of transportation projects contained in the TIP.
- MTC and other regional agency staffs meet periodically with the Tribal Nations in the region to consult with them on the development of the Regional Transportation Plan and related programming processes. For the development of the update of the RTP a Tribal Summit was held on March 20, 2012, to discuss respective MTC and tribal roles in the development of transportation plans and programs in the Bay Area. The 'Guide to the TIP' was distributed at the Summit.
- Air Quality consultations on air quality issues occur through the Air Quality Conformity Task Force (including the BAAQMD as well as representatives of the US EPA, California Air Resources Board (ARB), Federal Highway Administration and Federal Transit Administration and state and local transportation agencies) which reviews the 2015 TIP and its air quality conformity analysis.
- Notices on the Draft 2015 TIP were mailed out along with instructions on how to access and comment on the Draft 2015 TIP on the MTC website. The mailing roster targeted the agencies involved in the preparation of the RTP including Tribal Nations. Additionally, state agencies and local agencies were consulted through the Inter-Governmental Review process (Association of Bay Area Government's Area-wide Clearinghouse)

- MTC has published an update to the Guide to the San Francisco Bay Area's 2015 TIP targeted to the public. The objective of the guide is to better explain what the TIP is in the context of a larger planning and project development and funding process. Since the first edition four years ago, the Guide has been posted on the MTC website and distributed to the public at various workshops including the public hearings and other events. MTC also distributed the guide to state, local and federal resource agencies and tribal nations as part of our consultation on the development of the TIP. The updated Guide is included as Appendix A-43 and is available on MTC's website at <http://www.mtc.ca.gov/funding/tip/>.
- MTC's compliance with the California Environmental Quality Act (CEQA) for the Regional Transportation Plan also serves as the framework to consult, as appropriate, with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation. As part of *Plan Bay Area*, MTC, together with the Association of Bay Area Governments, hosted four agency and public scoping meetings for the *Plan Bay Area* EIR in June 2012. At these scoping meetings, the development of the TIP was presented and connections with the RTP were highlighted.

TIP Period

The 2015 TIP covers a four-year period from Federal Fiscal Years 2014-15 through 2017-18. These years were included in the time period, analysis and project prioritization for the 2013 TIP approved by the Commission in July 2013. The 2015 TIP is an update for FY 2014-15 through FY 2017-18. Estimated funds in future years (beyond the four years that comprise the 2015 TIP) and previously expended funds (shown as 'prior') are included for informational purposes and to display total project cost. All projects included in the TIP must show the total project cost escalated to the year of expenditure. Projects may be revised as cost estimates are refined and they proceed through the environmental process.

Financial Constraint

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2015 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the

TIP (Federal FY 2014-15 through FY 2017-18), and has found the 2015 TIP to be financially constrained by program and by year.

Additionally, this constraint requirement applies to each of the four program years and because the San Francisco Bay Area is an air quality non-attainment area, only projects with committed or reasonably available funds committed to the project may be programmed in the first two years of the TIP. MTC re-demonstrates fiscal constraint with every amendment to the TIP.

Fiscal constraint requirements encompass both the operation and maintenance of capital projects in the TIP and the estimated costs of maintaining and operating the transportation system as a whole. The framework of both MTC's current RTP and 2015 TIP meet this requirement.

The 2015 TIP is a compilation of mostly previously programmed projects, reflecting previous TIP programming actions by the Commission. Examples include the Regional Transportation Improvement Program (RTIP), federal transit formula grant projects (Sections 5307, 5337 and 5339), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement (CMAQ) programs authorized by the enactment of MAP-21. The TIP also includes Toll Bridge projects and regionally significant local projects approved and funded by transportation agency partners and/or referenda. Examples here include the voter approved toll increase in the Bay Area, Regional Measure 2, and county sales tax measures.

The constrained 2015 TIP also includes available State funds, including Proposition 1B and State Transportation Improvement Program (STIP) funds, utilizing the latest fund estimates, and funding actions by the State.

MTC continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the TIP project listing. Any significant changes are reviewed by MTC and its transportation partners; and, if needed, MTC will take appropriate actions, such as a TIP revision, to maintain the financial constraint of the TIP. For the FSTIP financial constraint, please refer to Appendix A-61.

Revisions to the TIP

From time to time circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so

are consistent with federal requirements for TIP development and approval, and consistent with federal procedures for revisions to the Federal Statewide Transportation Improvement Program (FSTIP). MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP. All changes must be consistent with the regional transportation plan.

Staff have the authority to make technical corrections, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

The TIP revision process is further outlined in the MTC TIP Revision Process and Procedures document included in Appendix A-52 and by the MTC Public Participation Plan, which is available in Appendix A-3.

Relationship of the TIP to Other Federal and State Transportation Programs

Federal Statewide Transportation Improvement Program

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all projects with federal funds, those that require a federal action and regionally significant transportation projects throughout the state. In California, regional TIPs are included in the FSTIP without modification once approved by the relevant Metropolitan Planning Organization (MTC, in the case of the Bay Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or the California Department of Transportation (Caltrans), can “obligate” funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these monies.

State Transportation Improvement Program

The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well.

The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California, called the Regional Transportation Improvement Programs (RTIP). The CTC releases a Fund Estimate informing each region how much money it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided up throughout the state.

Caltrans proposes another element of the STIP for the CTC to adopt, known as the Interregional Transportation Improvement Program, or ITIP. The ITIP comprises the remaining 25 percent of STIP funding. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system; for example, intercity rail, interregional highways and the like.

Fund Sources Programmed in the TIP

The 2015 TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are:

Federal Transit Administration (FTA) Programs

- Section 5307 Urbanized Area Formula
- Capital Investment Grants (Section 5309 New Starts and Small Starts)
- Section 5310 Elderly and Disabled Program
- Section 5311 Non Urbanized Areas
- Section 5316 Job Access and Reverse Commute Program (JARC)
- Section 5317 New Freedom Program

- Section 5337 State of Good Repair
- Section 5339 Bus & Bus Facilities
- Federal Discretionary Programs (including Earmarks)

Federal Highway Administration (FHWA) Programs

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program (TAP) (formerly known as Transportation Enhancements)
- Federal Discretionary Programs (including Earmarks)

State, Regional, and Local Programs

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

- State Transportation Improvement Program (STIP), comprising the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP)
- Proposition 1B Bond Funds, approved by voters in 2006, which includes Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), and Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds;
- State Highway Operations and Protection Program (SHOPP);
- Active Transportation Program (ATP) funds, which may include federal and state funds;
- Transportation Development Act (TDA) & State Transit Assistance (STA) funds;
- Proceeds from county half-cent transportation sales taxes, and sales taxes for transit;
- Regional Measure 1 (RM 1), Regional Measure 2 (RM 2), and other bridge toll funds;
- Various other funds programmed to regionally significant, locally funded projects.

Project Funding Selection

Development of Project Proposals

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans or similar transit capital and service planning efforts, and the state highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Regional Transportation Plan. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding.

Project sponsors (the agencies designated to implement the projects) are responsible for initiating requests for TIP programming, applying for the programmed funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the Congestion Management Agencies, the nine Bay Area counties, several joint power authorities, and the individual cities within each county. Questions regarding specific details of projects listed in the TIP should be directed to the project sponsors.

Project Selection Processes

The process by which a project is selected for programming utilizing federal, state, and regional funds, depends on the type of project, and the specific fund source being sought. Once selected, the project is then eligible for inclusion in the TIP. Below is a listing of the major processes and MTC resolutions that describe the selection processes. The resolutions are available on the MTC Website at <http://www.mtc.ca.gov/funding/tip/> and as appendices to this document.

Coordinated Public Transit-Human Services Transportation Plan, Resolution No. 4085.....	Appendix A-6
Regional Transit Expansion Program, Resolution No. 3434	Appendix A-7
2014 Regional Transportation Improvement Program (RTIP), Resolution No. 4118.....	Appendix A-11
Transit Capital Priorities, Resolution No. 4072	Appendix A-14
Lifeline Transportation Program Guidelines, Resolution No. 4033.....	Appendix A-21



New Transportation Authorization Act - STP/CMAQ – Cycle 1, Resolution No. 3925.....	Appendix A-26
New Transportation Authorization Act - STP/CMAQ – Cycle 2, Resolution No. 4035.....	Appendix A-27
FTA Elderly and Persons with Disabilities Program, Resolution No. 4006.....	Appendix A-30
2014 and 2015 FTA Nonurbanized Area Formula Program of Projects, Resolution No. 4125.....	Appendix A-31
New Freedom Program, Resolution No. 4041.....	Appendix A-35

Air Quality Conformity

Transportation conformity is required under CAA section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS) or any interim milestones. EPA’s transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP. Transportation conformity applies to designated nonattainment and maintenance areas for transportation-related criteria pollutants: ozone, PM_{2.5}, PM₁₀, carbon monoxide, and nitrogen dioxide.

Using the latest planning assumptions, MTC conducted a new air quality conformity analysis for the 2015 TIP. The conformity determination was made under the motor vehicles emissions budget contained in the 2001 1-Hour Ozone Attainment Plan for the ozone precursors and the 2004 Carbon Monoxide Maintenance Plan. Conformity for the 2006 24-hour PM_{2.5} standard was demonstrated by conducting an interim conformity test. The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan have been fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current. A copy of the analysis is included as Appendix A-44, to the TIP document and is available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and on the MTC Web Site at: <http://www.mtc.ca.gov/funding/tip/>

Grouped (Lump Sum) Listings in the TIP

Federal regulations 23 CFR 450.216 and 450.324 allow projects exempt from air quality conformity analysis listed under 40 CFR 93.126 & 127, Tables 2 & 3, to be grouped within the TIP. The process for including, or revising a project in the grouped (lump sum) listing, must follow the process and procedures for state-managed grouped project listings, as agreed to by the California Federal Programming Group (CFPG), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). It is intended that MTC's Grouped (Lump Sum) Listings in the TIP follow and adhere to the provisions of the State-Managed Grouped Project Listings Process.

The back-up lists for Grouped Listings in the TIP are included in Appendix A-49 and can also be accessed on the MTC's TIP website: <http://www.mtc.ca.gov/funding/tip/index.htm>.

Examples of some of the groupings include, but are not limited to the following:

- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Safe Routes to School (SR2S)

Projects Implementing the Americans with Disabilities Act (ADA)

Consistent with Federal requirements, the 2015 TIP identifies projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans.

The Americans with Disabilities Act (ADA) requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Federal regulations allow each rail system operator to designate certain stations as key stations and to make these readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. Most of the projects adopted in the key station plans have been implemented. Appendix A-50 lists some of the ongoing ADA implementation transit projects.

TIP Project Implementation (Archived Projects)

Federal regulations require that the TIP list major projects from the previous TIP that were implemented. Appendix A-48 is the list of all the 99 completed projects that were present in the 2013 TIP and have been archived in revisions to the 2013 TIP or are being archived during the 2015 TIP process. This list does not include the projects that are in the 2015 TIP with no funding within the 2015 TIP Period but are listed in the TIP for illustrative purposes nor does it include projects that were removed from the TIP when the funds were redirected or if the project did not go forward due to implementation issues.

In addition to meeting federal regulations, this also aids in monitoring the effectiveness of the programming process. The breakdown of the funds into federal, state, regional and local funds for the archived projects is as follows:

Fund Type	Total Funding (All Years)		Funding from Prior 2013 TIP Period (FY 2013 - FY 2018)	
	(in million \$)	%	(in million \$)	%
Federal	\$404	6%	\$44	37%
State	\$6,097	92%	\$58	49%
Regional	\$46	1%	\$0	0%
Local	\$97	2%	\$17	14%
Total:	\$6,645	100%	\$120	100%

The distribution of funds between travel modes for the archived projects is as follows:

Mode	# of Projects		Total Funding (All Years)		Funding from Prior 2013 TIP Period (FY 2013 - FY 2018)	
	#	%	(in million \$)	%	(in million \$)	%
Bicycle/ Pedestrian	40	40%	\$82	1%	\$15	13%
Local Road	24	24%	\$68	1%	\$29	24%
Regional	0	0%	\$0	0%	\$0	0%
State Highway	6	6%	\$6,313	95%	\$57	48%
Transit	29	29%	\$181	3%	\$19	16%
Grand Total	99	100%	\$6,645	100%	\$120	100%

Project Funding Delivery

The region has established funding deadlines for certain FHWA-administered funding, including Surface Transportation Program (STP) and Congestion Mitigation and Air Quality improvement (CMAQ) funds, to ensure timely project delivery against state and federal funding deadlines. The Region's Project Funding-Delivery Policy (MTC Resolution No. 3606, revised) establishes a standard policy for enforcing project funding deadlines and project substitutions for FHWA-administered funds. Projects selected to receive federal funds must have a demonstrated ability to use the funds within the established regional, state and federal funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

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

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

MTC staff actively monitors and reports the obligation status of projects to the Bay Area Partnership. The Partnership working groups will monitor project delivery issues as they arise and make recommendations as necessary. Specific provisions of the Regional

project Funding-Delivery Policy are contained within MTC Resolution No. 3606, which is included as Appendix A-40.

Fund Management

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

Projects selected for federal funding must have a demonstrated ability to use the funds within the established federal, state and regional funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

Toll Credits

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49, referred as transportation Development credits.

Toll credits are not additional funds, but may be used in lieu of the non-federal match, bringing federal participation in a project to 100 percent of the project cost. The TIP must remain fiscally constrained when using toll credits in lieu of the non-federal match. Tracking of toll credits is performed through MTC's Fund Management System (FMS). State and Regional toll credits policies and procedures are included in Appendix A-22 and Appendix A-23.

Annual Listing of Obligated Projects

By federal requirement, MTC publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous federal fiscal year. The publication of this list is in response to 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) as revised by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) that require "...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP)."

When a project reaches a point that funds will need to be expended, a request is sent from Caltrans to the Federal Department of Transportation requesting verification that there are funds available for reimbursement. This verification of fund availability "obligates" the funds for use as soon as expenditures occur. Fund obligations are a measure of the progress being made on a project. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. It is possible that unused funds may be credited back when not needed at the completion of a project phase resulting in a negative obligation. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded.

The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's Web site: <http://www.mtc.ca.gov/funding/delivery/> or by calling MTC's Library at 510.817.5836. The list for the latest federal fiscal year is included in Appendix A-42.

Expedited Project Selection Process

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450.330 allow for the movement of projects within the period of the TIP and FSTIP subject to procedures agreed to by partnering agencies, including the State and transit operators within the region. MTC, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region has a process in place, as outlined below, developed in consultation with the region's transportation partners that permits the movement of

projects consistent with the Expedited Project Selection Process outlined in Code of Federal Regulations (CFR) 450.330. Projects from the first four years of the 2015 TIP have been selected using the approved project selection procedures based on the regulations in 23 CFR Part 450. Federal Regulation 23 CFR Part 450.330 allows for the movement of projects within the TIP/FSTIP subject to procedures agreed to by the partnering parties. This procedure is outlined as follows.

All movements must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the planned delivery of other projects in the regional programs, and must not affect the conformity finding of the TIP.

For regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and other funds administered by the Federal Highways Administration (FHWA), MTC has developed a project funding delivery policy through extensive consultations with its regional transportation partners including the Bay Area transit operators, Congestion Management Agencies (CMA's), counties, FHWA, FTA and Caltrans. The *Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised)* details how project-funding deadlines and fund management requirements are enforced and how projects may be moved within the time period of the adopted TIP. The policy satisfies the requirement of the expedited project selection procedures as stated in CFR 450.330. The project funding delivery policy is also embedded in the TIP revision procedures, adopted along with the 2015 TIP. Although a TIP revision is not required at the time a project is moved, a revision may be processed following each federal fiscal year to reconcile the TIP for financial constraint purposes.

For projects within the State Transportation Improvement Program (STIP) and Active Transportation Program (ATP), MTC will move projects subject to amendment or allocation approval by the California Transportation Commission (CTC). Caltrans may move projects in the State Minor Program, Highway Maintenance (HM) Program, and State Highway Operation Protection Program (SHOPP) document within the TIP/FSTIP period without revising the TIP, with notification to MTC.

Caltrans Division of Local Assistance has implemented a project selection process for the Local Highway Bridge Program (LHBP), Highway Safety Improvement Program (HSIP), and other State-administered Local Assistance programs to produce the TIP listing of projects. This process was developed in cooperation with the implementing agencies, FHWA, the MPOs, and Local Highway Bridge Advisory Committee. Caltrans, MTC and the

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

For FTA administered funds, projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.

Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request Advance Construction Authorization (ACA) from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until OA and apportionment becomes available. In accordance with the Regional Project Funding Delivery Policy (MTC Resolution No, 3606), projects using ACA or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of Obligation Authority is limited.

Primary Funding Programs

Descriptions and Availability Summary

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2015 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (Federal FY 2014-15 through FY 2017-18), and has found the 2015 TIP to be financially constrained. The following is a financial summary of the primary fund sources within the four years of the TIP (all dollar amounts shown in thousands). For the FSTIP Financial Constraint, please refer to Appendix A-61.

Federal Funds

Federal Transit Administration Section 5307 – FTA Section 5307 funds are distributed to urbanized areas by the Federal Transit Administration (FTA) based on population and service factors for the five large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and population factors for the seven small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma. MTC prioritizes these funds for transit capital replacement projects such as revenue

vehicles and fixed guideway, however, some funds are used for transit operations, system enhancements and job access and reverse commute projects. MTC adopted a preliminary Section 5307 program of projects for FY2012-13 and FY2013-14 in January 2013, and anticipates completing the next programming cycle in 2014. Staff anticipates that the next cycle will include FY2014-15 and FY2015-16. However, the number of years covered by the next program will be determined in 2014 based on the term of the next federal authorization.

FTA 5307	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$222,828	\$221,712	\$228,363	\$235,214	\$908,118
Programming	\$0	\$0	\$0	\$0	\$0
Balance	\$222,828	\$221,712	\$228,363	\$235,214	\$908,118

Federal Transit Administration Section 5309 Bus and Bus Facilities – The FTA Section 5309 Bus program funds were usually awarded by FTA directly to transit operators and other agencies through FTA’s State of Good Repair, Bus Livability and other competitive, discretionary programs. The funds were also distributed by Congress through discretionary earmarks. Section 5309 Bus funds are used to fund bus and bus facility replacement, rehabilitation, expansion and enhancement projects. The Section 5309 Bus program was replaced with the new Section 5339 Bus and Bus Facilities formula program by MAP-21 starting in FY2012-13 (see below). Several projects in the TIP include Section 5309 Bus funds programmed in previous years.

Federal Transit Administration Section 5309 Capital Investment Grants – The FTA Capital Investment Grants program is a nationally competitive program and is used to fund new and expanded fixed guideway systems including bus rapid transit systems. This program includes the New Starts and Small Starts funding programs.

FTA 5309 CIG	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$308,271	\$332,755	\$250,000	\$247,415	\$1,138,441
Programming	\$308,271	\$332,755	\$250,000	\$247,415	\$1,138,441
Balance	\$0	\$0	\$0	\$0	\$0

Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – FTA Section 5310 funds are available to states or local government authorities, private non-profit organizations, or operators of public transportation for capital and operating projects that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Within California, Caltrans is the designated recipient for the urbanized area (UA) and rural funds in the MTC region. However, under MAP-21, Caltrans has delegated program development for the large UA funds to MTC. MTC will be responsible for the region’s large UA project

scoring and selection as well as ensuring all projects are derived from the region's Coordinated Public Transit – Human Services Transportation Plan (“Coordinated Plan”). The Bay Area’s Coordinated Plan was adopted in March 2013.

FTA 5310	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$5,723	\$5,895	\$6,071	\$6,253	\$23,942
Programming	\$0	\$0	\$0	\$0	\$0
Balance	\$5,723	\$5,895	\$6,071	\$6,253	\$23,942

Federal Transit Administration Section 5311 Rural Area Program – FTA Section 5311 funds are available to transit operators that provide transportation services in rural areas. MTC develops the funding priorities for the Bay Area in conjunction with Caltrans who is the designated recipient and administers the funds. MTC programs the Bay Area’s regional apportionment to transit operators according to each operator’s rural area population and rural area route miles. Recipients are required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain existing transit services. Recipients may use funds for operations if they document that the funds are not needed to maintain or replace capital equipment. Currently, funds are programmed through FY 2013-14.

FTA 5311	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$1,965	\$2,024	\$2,084	\$2,147	\$8,220
Programming	\$0	\$0	\$0	\$0	\$0
Balance	\$1,965	\$2,024	\$2,084	\$2,147	\$8,220

Federal Transit Administration Section 5316 Job Access and Reverse Commute Program (JARC) – FTA Section 5316 funds were available for job access projects designed to transport welfare recipients and other eligible low income individuals to and from jobs and other trips related to employment. MAP-21 eliminated Section 5316 as a separate program and combined its function and funds with the Section 5307 program (see above). Several projects in the TIP include Section 5316 funds programmed in previous years.

Federal Transit Administration Section 5317 New Freedom Program – FTA Section 5317 was created by SAFETEA to provide formula funding for new public transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. MAP-21 eliminated Section 5317 as a separate program and combined its function and funds with the Section 5310 program (see above). Several projects in the TIP include Section 5317 funds programmed in previous years.

Federal Transit Administration Section 5337 State of Good Repair Program – FTA Section 5337 is a new funding program created by MAP-21 to replace the Section 5309

Fixed Guideway Modernization program. Eligible uses of the funds are similar: replacement and rehabilitation of fixed guideway assets including railcars, ferry vessels, buses operating in HOV lanes, and related infrastructure. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. The funds are distributed by FTA to the four large urbanized areas of San Francisco-Oakland, San Jose, Concord and Antioch based on service factors. MTC programs the Section 5337 funds using the same criteria and schedule as the FTA Section 5307 funds.

FTA 5337	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$175,429	\$180,692	\$186,113	\$191,696	\$733,932
Programming	\$0	\$0	\$0	\$0	\$0
Balance	\$175,429	\$180,692	\$186,113	\$191,696	\$733,932

Federal Transit Administration Section 5339 Bus and Bus Facilities Program – FTA Section 5339 is a new formula funding program created by MAP-21 to replace the Section 5309 Bus and Bus Facilities discretionary program (see above). Eligible uses of the funds are similar: bus and bus facility replacement, rehabilitation, expansion and enhancement projects. The funds are distributed to the 12 Bay Area urbanized areas by FTA based on population and service factors. MTC programs the Section 5339 funds using the same criteria and schedule as the FTA Section 5307 funds.

FTA 5339	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$13,805	\$13,868	\$14,284	\$14,713	\$56,671
Programming	\$0	\$0	\$0	\$0	\$0
Balance	\$13,805	\$13,868	\$14,284	\$14,713	\$56,671

Regional Surface Transportation Program (STP): Federal transportation legislation authorizes the State of California to distribute regional Surface Transportation Program (STP) funds to areas within the State based on urbanized population shares. MTC pools the STP funds coming to the San Francisco Bay Area with CMAQ funds to develop a comprehensive and multi-modal program, the One Bay Area Grant (OBAG) Program. MTC has established various programs, cooperatively developed with our transportation partners funded by STP/CMAQ. In general, the STP programs fund the Local Streets and Road rehabilitation Program, the Transit Capital Priorities Program, regional operations programs, planning activities, bicycle and pedestrian program and Transportation for Livable Communities. Programming is based on apportionments provided by Caltrans and the Federal Highway Administration (FHWA). Anticipated STP apportionments for the TIP period shown below are fully programmed through the Cycle 2 STP/CMAQ One Bay Area Grant Program.

STP	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$85,399	\$85,399	\$85,399	\$85,399	\$341,596
Programming	\$82,552	\$84,822	\$37,657	\$0	\$205,031
Balance	\$2,847	\$577	\$47,742	\$85,399	\$136,565

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Federal transportation legislation authorizes the State of California to spend Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in air basins that are not in compliance with federal air quality standards. California distributes CMAQ funds to the metropolitan planning organizations (MPOs) based on population and the severity of non-attainment of air quality standards in a particular air basin using the same weighting factors that were in effect in FY 2008-09. MTC pools the CMAQ funds coming to the San Francisco Bay Area with STP funds to develop a comprehensive and multi-modal program, the OneBayArea Grant Program. The CMAQ program also funds programs that address air quality strategies, such as the Transportation for Livable Communities (TLC), the Bicycle and Pedestrian Program, Safe Routes to School, Climate Initiatives program, Freeway Performance Initiative program, and Clipper^(SM) (universal fare card). The amounts available for programming were provided by Caltrans and the Federal Highway Administration (FHWA). CMAQ apportionments for the TIP period are shown below.

CMAQ	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$67,774	\$67,774	\$67,774	\$67,774	\$271,096
Programming	\$65,926	\$57,722	\$14,327	\$0	\$137,976
Balance	\$1,848	\$10,051	\$53,446	\$67,774	\$133,118

State Funds

SHOPP: The purpose of the State Highway Operation and Protection Program (SHOPP) is to adequately maintain and operate the State Highway System. In accordance with Government Code Section 14526.5 and Streets and Highways Code Section 164.6, the SHOPP is a four-year program of projects with the purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility or facilities related to the state highway system. The most recent programming is the 2014 SHOPP covering the four-year period from fiscal years 2014-15 through 2017-18, and like the RTIP, the SHOPP is updated every two years. The amount available for programming and the actual programmed amount reflect the SHOPP funding available to the region as approved by the California Transportation Commission (CTC).

SHOPP	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$346,213	\$338,476	\$342,383	\$157,007	\$1,184,079
Programming	\$346,213	\$338,476	\$342,383	\$157,007	\$1,184,079
Balance	\$0	\$0	\$0	\$0	\$0

Regional Transportation Improvement Program (RTIP): The RTIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account (SHA) and other funding sources. The RTIP comprises 75% of the State Transportation Improvement Program (STIP). Working from a California Transportation Commission (CTC) fund estimate based on population and road miles, MTC submits the Bay Area's RTIP. The RTIP is updated every two years. The amount available for programming, and the actual programmed amount reflect the County Share balances and programming targets of the 2014 STIP Fund Estimate, and funding committed to the region as adopted by the California Transportation Commission (CTC) on March 20, 2014. The next STIP cycle will be in 2016.

RTIP	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$82,766	\$109,438	\$57,774	\$72,900	\$322,878
Programming	\$82,766	\$109,438	\$55,864	\$72,900	\$320,968
Balance	\$0	\$0	\$1,910	\$0	\$1,910

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account (SHA) and other funding sources. The ITIP comprises 25% of the STIP and addresses transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. The amount available for programming and the actual programmed amount reflect the STIP funding committed to the region adopted by the California Transportation Commission (CTC) on March 20, 2014. The next STIP cycle will be in 2016.

ITIP	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$59,773	\$0	\$0	\$0	\$59,773
Programming	\$59,773	\$0	\$0	\$0	\$59,773
Balance	\$0	\$0	\$0	\$0	\$0

Active Transportation Program (ATP): The State Legislature created the ATP in 2013 with the goal of combining multiple bicycle and pedestrian fund sources and programs into one program. The ATP includes federal funding sources such as the Transportation Alternatives Program (TAP, formerly Transportation Enhancements(TE)), and state funding such as the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S). The California Transportation Commission (CTC) will program the first cycle of ATP projects in fall 2014. MTC will amend the TIP when the CTC programs the projects. As such, they are not yet included in the 2015 TIP.

Local/Regional Funding

Bridge Tolls (Tolls on state-owned bridges) – Bridge Toll funding is funding generated from tolls collected on the seven state-owned toll bridges in the bay area. The Bay Area Toll Authority (BATA) administers and allocates base toll revenues from the seven state-owned bridges to Caltrans for the day-to-day operations, maintenance and administration of these bridges, as well as their capital improvement and rehabilitation. BATA also serves as a pass-through agency for Regional Measure 2 (RM2) bridge toll funds to specific voter-approved projects to relieve traffic congestion in bridge corridors, earthquake retrofit of state-owned toll bridges and other traffic mitigation projects related to retrofit work. Other bridge toll funding programs include Regional Measure 1 (RM1) and AB1171 projects to relieve traffic congestion in bridge corridors; AB 664 Net Bridge Toll Revenues, which MTC's policy is to use to match federally funded transit capital projects that relieve congestion on the San Francisco-Oakland Bay, San Mateo-Hayward and Dumbarton bridges; and Two Percent Bridge Toll revenues, which are derived from the transit element of RM1 and fund specific ferry and non-ferry capital projects.

Bridge Tolls	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$635,268	\$639,051	\$641,588	\$644,773	\$2,560,680
TIP Programming	\$229,721	\$185,612	\$132,428	\$83,258	\$631,018
Committed to Maintenance /Debt Service/ ETC	\$405,547	\$453,439	\$509,160	\$561,515	\$1,929,662
Balance	\$0	\$0	\$0	\$0	\$0

Other Local Funding - Includes 1/2¢ Sales Tax for transit and other highway improvements in Alameda, San Francisco, Contra Costa, Marin, Napa, Santa Clara, San Mateo, and Sonoma Counties. It does not include pending sales tax measure. Other local funding also includes Garvee Bond financing by local agencies, gas tax subventions, and Transportation Development Act (TDA) Articles 4 and 8 (1/4-cent sales tax) for transit operating assistance and capital projects. Programming of local funding takes place at the discretion of local collecting agencies.

Other Local	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$3,638,370	\$3,760,203	\$3,861,727	\$3,988,720	\$15,249,020
Programming	\$1,371,083	\$994,905	\$329,906	\$565,695	\$3,261,589
Balance	\$2,267,287	\$2,765,298	\$3,531,821	\$3,423,025	\$11,987,432

Innovative Financing

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

Grant Anticipation Revenue Vehicles Bonds – The Grant Anticipation Revenue Vehicles (GARVEE) Bond program allows for the use of tax-exempt debt instrument financing mechanisms backed by federal appropriations to advance critical transportation infrastructure projects through the financing of right of way and construction costs. These projects must be eligible for GARVEE financing under State and Federal law and be designated for GARVEE financing by the California Transportation Commission (CTC). Additionally, projects financed in this way must have a completed project design and environmental clearance, including compliance with the National Environmental Protection Act (NEPA). In accordance with constitutional limitations, state funds may not be used for debt service payments on GARVEE bonds. Future federal-aid funding is therefore used for debt repayment with state and local matching funds being used outside of debt service.

GARVEE	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$16,100	\$0	\$0	\$0	\$16,100
Programming	\$16,100	\$0	\$0	\$0	\$16,100
Balance	\$0	\$0	\$0	\$0	\$0

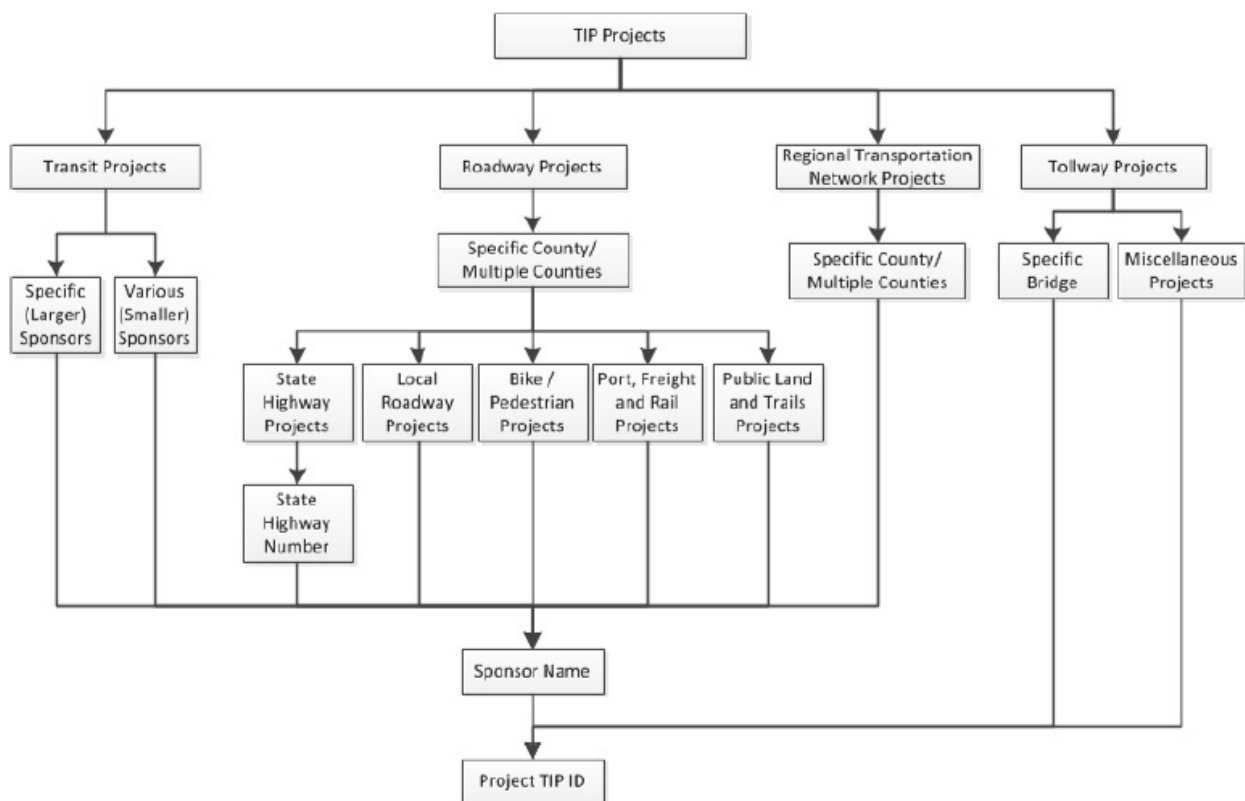
Transportation Infrastructure Finance and Innovation Act – The Transportation Infrastructure Finance and Innovation Act (TIFIA) provides federal credit assistance in financing surface transportation projects of regional and national significance costing a minimum of \$50 million or 33.3% of a state's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

TIFIA	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Totals
Revenues	\$0	\$171,000	\$0	\$0	\$171,000
Programming	\$0	\$171,000	\$0	\$0	\$171,000
Balance	\$0	\$0	\$0	\$0	\$0

How to Read the Project Listings

Organization

Project listings provide a detailed description for each individual project listed in the 2015 TIP. The projects in the TIP are organized alphabetically by transit agency, followed by roadway projects listed alphabetically by county. Within each county's roadway project listing, the projects are sorted into state highway projects first (by route number), followed by local roadway projects, bicycle and pedestrian projects, port freight and port rail projects, and public lands and trails projects sorted alphabetically by sponsor. Regional Transportation Network projects are divided by county and then sorted by TIP ID number. Projects being implemented on toll facilities are ordered by the specific toll bridge that they affect and then by TIP ID or by TIP ID only if they do not affect a specific bridge.



The 2015 TIP also includes indices at the end of Volume 1, Section 3 to assist in locating the page numbers on which each project is listed. The indices are organized by County and TIP ID.

Key to Format

The detailed listing contains the following information for each project:

Project Information		
#	Data Label	Definition
1	TIP ID	A unique number used to identify projects in the TIP. The first three characters indicate the location where the project is being implemented and refers to either a specific county, various counties, or the entire region. The next two digits indicate the version of the TIP where the project was first shown (i.e. for projects appearing for the first time in the 2015 TIP these digits will be 15). The final four digits indicate the order in which the project first appeared in the TIP.
2	County	The county in which the project is located. Projects may also be located in "Various" counties or they may be "Regional" projects.
3	System	The transportation system for which the project improvement is attributed: public transit, local streets and roads, State Highway System or Interstate System, Port and Freight Rail Facilities, Public Lands and Trails, Toll Bridges and Express Lanes (Tollway), and Regional projects.
4	RTP ID	The RTP ID refers to the unique parent project as described in MTC's Regional Transportation Plan.
5	CTIPS ID	A unique number used to identify projects in the California Transportation Improvement Program System (CTIPS)
6	Sponsor	The agency in charge of administering a project.
7	Co-Sponsor/ Implementation Agency	The agency administering or implementing a project in partnership with the Sponsor.
8	Project Name	The name or title of the project.
9	Project Description	A brief description of the project location and the scope of work being implemented.
10	Air Quality Exempt Code	The Air Quality Exemption status per federal Environmental Protection Agency (EPA). A list of Air Quality Exempt Codes may be found in Appendix A-51.
11	Route	The State Highway System (SHS) or State Route (SR) number (if applicable).
12	Post Mile From	The beginning limit of a project's location on the State Highway System or on a State Route (if applicable).
13	Post Mile To	The terminating limit of a project's location on the State Highway System or on a State Route (if applicable).
14	Toll Credits	The amount of Toll Credits being used on the project (in whole dollars). More information on the use of toll credits may be found in Appendix A-22 and Appendix A-23.

Funding Information

Please note that the years indicated in the funding information section of the project listing are shown as Federal Fiscal years. The Federal Fiscal Year (FY) in the TIP is from October 1 to September 30 of the following calendar year. The 2015 TIP covers the four-year period of FY 2014/15, FY 2015/16, FY 2016/17, and FY 2017/18.

#	Data Label	Definition
15	Phase	The stage of the project for which the specified funds have been programmed. Phases include: environmental (ENV), design engineering (PSE), preliminary engineering (PE), right of way acquisition (ROW), Caltrans support for right of way (ROW-CT/ROW-SUP), construction (CON), and Caltrans support for construction (CON-CT/CON-CE).
16	Fund Source	The program, law, or other source from which the specified funds originated. A list of all fund codes in use as of the release of the 2015 TIP, including the associated funding sources, may be found in Appendix A-45.
17	Prior Years	Funding programmed in years prior to the four years of the 2015 TIP (i.e. Federal Fiscal Year [FY] 2013/14 and earlier). These funds are shown for information only and are not part of the four years of the 2015 TIP. Amounts shown are in \$1,000s.
18	The Four Years of the 2015 TIP	Funding programmed in years covered by the 2015 TIP. Amounts shown are in \$1,000s.
19	Future Years	Funding programmed in years after the four years of the TIP. These funds are shown for information only and are not part of the four years of the TIP. Amounts shown are in \$1,000s.
20	Total Programmed	The rows of the funding information table are calculated to show the total amount of funding from a given source programmed in a given phase. The columns are calculated to show the total amount of funding for all phases from all fund sources for a given year. The bottom left corner is calculated to show the total amount of funds programmed for a project inclusive of all fund sources, years, and phases.

Sample project listing:

TIP ID: SM-070004 **County:** San Mateo **System:** Local Road **RTP ID:** 240086 **CTIPS ID:** 20600003926
Sponsor: East Palo Alto
Implementing Agency: East Palo Alto
Project Name: Bay Rd Bicycle/Ped Improvements Phase II & III
Description: E. Palo Alto: On Bay Rd btw Clarke/Illinois & Tara Rd (Ph II) & btw Tara Rd & Bay Trail (Ph. III); Improvements including resurface, streetscape, bike lanes, & other improvements.HPP #706 (remainder programmed in SM050019)

Air Quality Exempt Code: 1.10 - EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Route: **Post Mile From:** **Post Mile To:** **Toll Credits:**

(All Funding in thousands of dollars)								
Phase	Fund Source	Prior Years	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	Future Years	Total Programmed
ENV	EARMARK	\$ 111						\$ 111
ENV	PROPERTY TAX	\$ 22						\$ 22
PE	EARMARK	\$ 953						\$ 953
PE	PROPERTY TAX	\$ 191						\$ 191
PSE	EARMARK		\$ 770					\$ 770
PSE	PROPERTY TAX		\$ 154					\$ 154
ROW	EARMARK	\$ 77						\$ 77
ROW	PROPERTY TAX	\$ 19						\$ 19
CON	CMAQ			\$ 1,000				\$ 1,000
CON	EARMARK			\$ 7,592				\$ 7,592
CON	OTHER LOCAL			\$ 1,698				\$ 1,698
CON	PROPERTY TAX			\$ 330				\$ 330
Total Programmed		\$ 1,373	\$ 924	\$ 10,620				\$ 12,917

WEB PAGE ACCESS

How to View the TIP on the Internet

The Metropolitan Transportation Commission (MTC) has placed the entire Transportation Improvement Program (TIP) on the Internet. This allows project sponsors and the general public to see what transportation projects are planned in their area and in the MTC region.

Individual project listings may also be viewed interactively with the latest information as the TIP is amended through MTC’s online (web based) Fund Management System (FMS) at the web address:

http://www.mtc.ca.gov/funding/fms_intro.htm



To view the TIP on the Internet, the user will need a computer with Internet access capabilities or the user can visit any public library in the Bay Area and ask to use their Internet accessible computer. Once on the startup page of the computer, type in the following Universal Resource Locator (URL) into the address line of the Web browser:

<http://www.mtc.ca.gov>

From MTC's Home Page, using the site Index section on the left side of the screen, click on the word "*Funding*." This will take the user to MTC's Funding page. The TIP is listed as a feature on this page. Clicking on the "Transportation Improvement Program (TIP)" link will take the user to the TIP page. The user can also access the TIP page using the menu on the left side of the screen under "Funding". From there the user can follow the on-line instructions to view actual TIP project listings or other portions of the TIP. For easier and faster access to the TIP, the following URL can be used:

<http://www.mtc.ca.gov/funding/tip/index.htm>

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

View Project Locations in the TIP Interactively

To provide project visualization, some of the listed projects have been mapped to present the online reader with a visual location of the project. Some projects such as transit operations and maintenance projects, planning projects and studies cannot be mapped. To view the listed projects, visit the FMS application at:

http://www.mtc.ca.gov/funding/fms_intro.htm

Once at the FMS homepage screen, select "Project Search," and click on "Search" button. It will bring up a complete list of the Draft 2015 TIP projects. A list of all the TIP projects will be displayed. Projects that can be mapped interactively display a button in the left most column of the listing under the "Map It" header. By clicking on this button, a new window containing the project area map will appear if the project is mappable.

For problems accessing MTC's on-line TIP, contact:

Adam Crenshaw

Phone: 510-817-5794

Email: acrenshaw@mtc.ca.gov

Projects in the 2015 TIP Over \$200 Million

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost (in \$ millions)	Project Cost within the TIP Period (in \$ millions)
BRT030001	Santa Clara	2003	VTA	BART - Berryessa to San Jose Extension	\$3,962	\$19
SCL110005	Santa Clara	2011	VTA	BART - Warm Springs to Berryessa Extension	\$2,522	\$1,164
SF-050002	San Francisco	2005	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	\$2,285	\$185
SF-991030	San Francisco	1999	SF County TA	US 101 Doyle Drive Replacement	\$1,987	\$1,257
REG090037	Regional	2009	BART	BART: Railcar Procurement Program	\$1,977	\$270
SF-010015	San Francisco	2001	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	\$1,899	\$703
SF-010037	San Francisco	2001	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	\$1,578	\$771
SF-010028	San Francisco	2001	Caltrain	Caltrain Electrification	\$1,225	\$623
SF-070029	San Francisco	2007	TBJPA	Transbay Transit Center - TIFIA Loan Debt Service	\$1,075	\$4
ALA050015	Alameda	2005	BART	BART - Warm Springs Extension	\$890	\$69
SOL070020	Solano	2007	STA	I-80/I-680/SR 12 Interchange Project	\$718	\$0
REG130002	Regional	2013	MTC	Toll Bridge Rehabilitation Program	\$629	\$173
REG050020	Regional	2005	BART	BART Car Exchange (Preventive Maintenance)	\$607	\$3
SCL990046	Santa Clara	1999	VTA	VTA: Preventive Maintenance	\$572	\$0
SON090002	Sonoma	2009	SMART	Sonoma Marin Area Rail Corridor	\$539	\$120
SM-979013	San Mateo	1997	Caltrans	SR 1 Devils Slide Bypass	\$512	\$0
SCL090019	Santa Clara	2009	San Jose	San Jose International Airport People Mover	\$508	\$2
BRT990002	Alameda	1999	BART	BART Oakland Airport Connector	\$484	\$0

Projects in the 2015 TIP Over \$200 Million (cont'd)

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost (in \$ millions)	Project Cost within the TIP Period (in \$ millions)
CC-050025	Contra Costa	2005	BART	E-BART - East Contra Costa Rail Extension	\$460	\$118
SCL110002	Santa Clara	2011	VTA	Santa Clara County - US 101 Express Lanes	\$425	\$2
CC-010002	Contra Costa	2001	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	\$420	\$0
ALA991070	Alameda	1999	AC Transit	AC Transit: Preventive Maintenance Program	\$392	\$0
CC-030028	Contra Costa	2003	CCTA	SR 4 East Widening from Somersville to SR 160	\$385	\$0
SON070004	Sonoma	2007	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	\$373	\$1
CC-010023	Contra Costa	2001	CCTA	I-680/SR 4 I/C Reconstruction – Phases 1, 2, 4 & 5	\$369	\$4
MRN050034	Marin	2005	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	\$351	\$63
SF-110006	San Francisco	2011	SF DPW	Hunters Pt Shipyard and Candlestick Pt Local Roads	\$338	\$5
REG090003	Regional	2009	MTC	Freeway Performance Initiative (FPI)	\$336	\$103
SCL050009	Santa Clara	2005	VTA	Capitol Expressway LRT Extension- Phase II	\$294	\$0
BRT050003	Regional	2005	BART	BART Transbay Tube Seismic Retrofit	\$276	\$0
MRN970016	Marin	1997	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	\$273	\$4
SF-130006	San Francisco	2013	SF DPW	Southeast Waterfront Transportation Improvements	\$254	\$107
SOL110001	Solano	2011	MTC	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	\$237	\$2
SCL110009	Santa Clara	2011	VTA	El Camino Real Bus Rapid Transit	\$234	\$0
REG110030	Regional	2011	Caltrain	Caltrain Positive Train Control System	\$231	\$42



Projects in the 2015 TIP Over \$200 Million (cont'd)

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost (in \$ millions)	Project Cost within the TIP Period (in \$ millions)
ALA090027	Alameda	2009	Port of Oakland	7th Street Grade Separation and Roadway Improvement	\$221	\$2
ALA110046	Alameda	2011	Oakland	Oakland Army Base Infrastructure Improvements	\$215	\$13
SF-070027	San Francisco	2007	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	\$212	\$59
SF-990022	San Francisco	1999	SFMTA	SFMTA: ADA Paratransit operating support	\$207	\$0
SF-130001	San Francisco	2013	SF DPW	SF- Better Market Street Transportation Elements	\$206	\$2
ALA130034	Alameda	2013	ACTC	I-680 NB HOV/HOT Lane	\$205	\$11
Total					\$30,883	\$5,899

Grouped Listings in the 2015 TIP Over \$200 Million

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost (in \$ millions)	Project Cost within the TIP Period (in \$ millions)
VAR110044	Regional	2011	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	\$569	\$398
VAR110045	Regional	2011	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	\$456	\$192
VAR110003	Regional	2011	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$391	\$297
VAR110005	Regional	2011	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	\$346	\$207
VAR110004	Regional	2011	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	\$283	\$210
Total					\$2,046	\$1,304

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

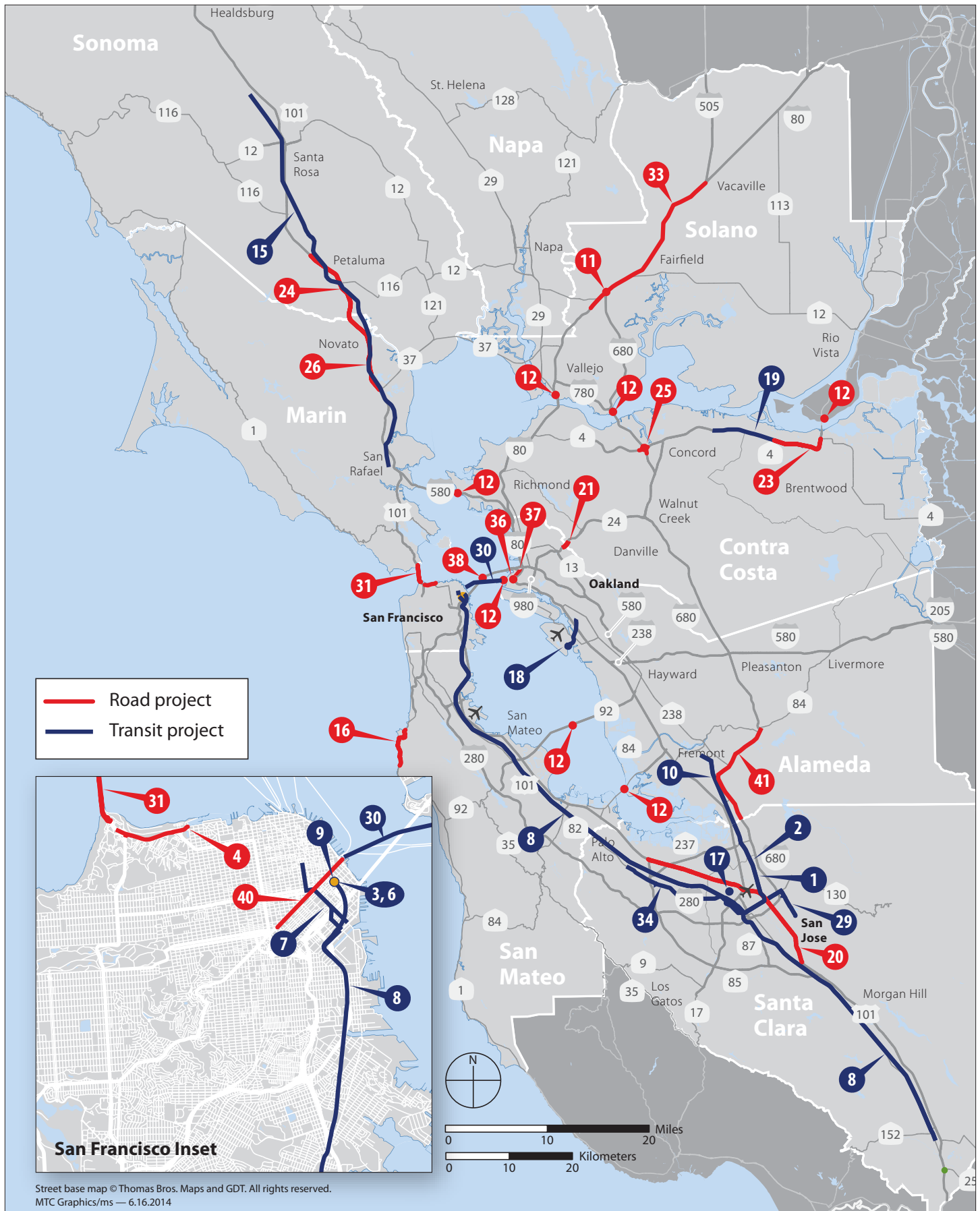
RED Road Project
BLUE Transit Project

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

** Project not mapped



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



Contacts for Questions About the TIP

For questions on the TIP, you may contact:

Adam Crenshaw

Phone: 510-817-5794

Email: acrenshaw@mtc.ca.gov

For detailed information on individual projects, the particular project sponsor or lead implementing agency should be contacted directly. General information on the transportation financing process can be found in two MTC publications, *Moving Costs: A Transportation Funding Guide for the Bay Area* and the *ABC's of MTC*. Both are posted on MTC's Web site at <http://www.mtc.ca.gov/library/>. Printed copies are available through the MTC/ABAG Library and may be ordered via e-mail library@mtc.ca.gov, fax (510.817.5848) or telephone (510. 817.5836).

TIP- at- a-Glance

TIP-at-a-Glance provides a graphical summary of the number of projects, TIP funding and total project costs by mode, purpose and fund type for the entire region and each of the nine counties within the region. The charts and tables are on page 47 through page 51.

Single Line Project Listing Reports

The following four single line project listing reports have been included as Appendix A-59.

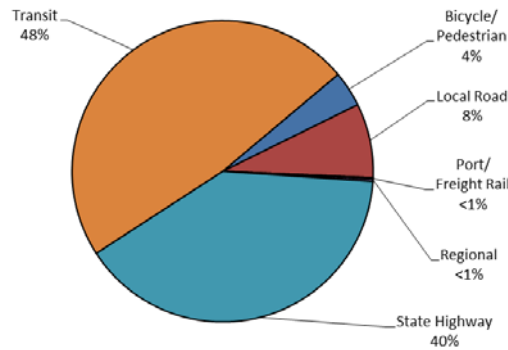
1. Single Line Project Listing by County
2. Single Line Project Funding Report – Funding by Phase
3. Single Line Project Funding Report – Funding by Authority
4. Single Line Project Funding Report – Funding by Funding by Fiscal Year

These reports include high level information as well as aggregated funding information about each project in a single line. They are divided by county with projects within each county sorted by project sponsor, transportation system, project purpose, and then TIP ID.

TIP-at-a-Glance - Distribution of Funding by Mode for the Bay Area

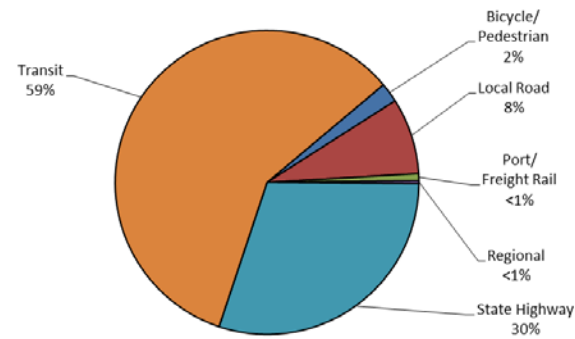
Mode	# of Projects	TIP Period Funding (in \$1,000s)						Total Project Cost (in \$1,000s)		
		FY 14/15	FY 15/16	FY 16/17	FY 17/18	TIP Period Funding				
Bicycle/Pedestrian	237	24%	\$166,952	\$95,119	\$101,465	\$400	\$363,936	4%	\$1,014,678	2%
Local Road	276	27%	\$361,508	\$163,406	\$107,794	\$123,864	\$756,572	8%	\$3,941,376	8%
Port/Freight Rail	5	<1%	\$14,700	\$0	\$0	\$0	\$14,700	<1%	\$359,827	<1%
Regional	11	1%	\$10,172	\$11,609	\$632	\$653	\$23,066	<1%	\$164,396	<1%
State Highway	149	15%	\$926,179	\$815,691	\$711,393	\$1,330,022	\$3,783,285	40%	\$14,582,312	30%
Transit	326	32%	\$1,483,446	\$1,473,064	\$619,005	\$991,737	\$4,567,253	48%	\$28,599,398	59%
Total	1004	100%	\$2,962,957	\$2,558,889	\$1,540,289	\$2,446,676	\$9,508,811	100%	\$48,661,987	100%

TIP Period Funding Distributed by Mode



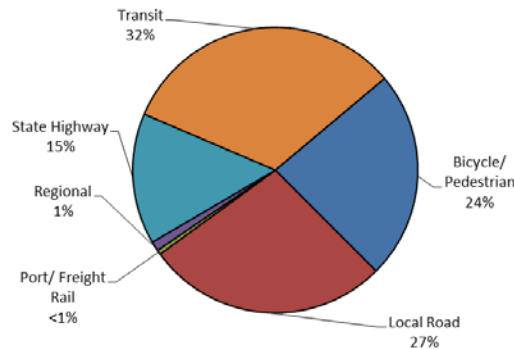
Total TIP Period Investment = \$9.51 billion

Total Project Funding Distributed by Mode



Total Project Funding = \$48.66 billion

Share of Projects by Mode

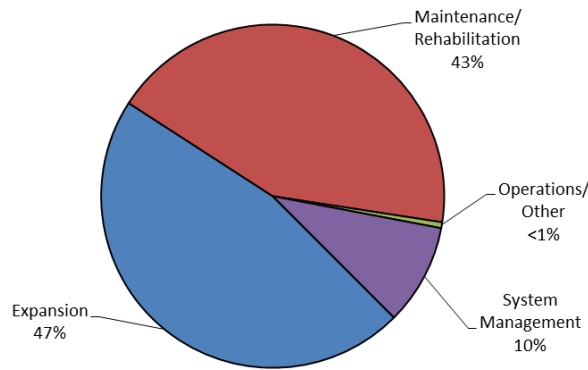


Total Number of Projects = 1,004

TIP-at-a-Glance - Distribution of Funding by Purpose for the Bay Area

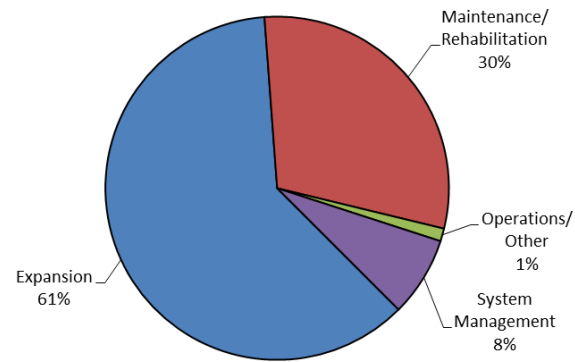
Purpose	# of Projects	TIP Period Funding (in \$1,000s)						Total Project Cost (in \$1,000s)		
		FY 14/15	FY 15/16	FY 16/17	FY 17/18	TIP Period Funding				
Expansion	378	38%	\$1,738,161	\$1,505,661	\$583,298	\$606,701	\$4,433,821	47%	\$29,837,930	61%
Maintenance/Rehabilitation	292	29%	\$765,244	\$816,920	\$744,672	\$1,790,726	\$4,117,562	43%	\$14,583,259	30%
Operations	33	3%	\$52,437	\$0	\$0	\$0	\$52,437	<1%	\$585,696	1%
System Management	301	30%	\$407,115	\$236,309	\$212,319	\$49,249	\$904,992	10%	\$3,655,102	8%
Total	1004	100%	\$2,962,957	\$2,558,889	\$1,540,289	\$2,446,676	\$9,508,811	100%	\$48,661,987	100%

TIP Period Funding Distributed by Purpose



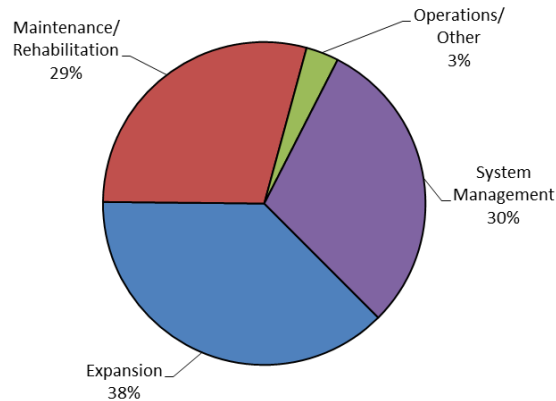
Total TIP Period Investment = \$9.51 billion

Total Project Funding Distributed by Purpose



Total Project Funding = \$48.66 billion

Share of Projects by Purpose

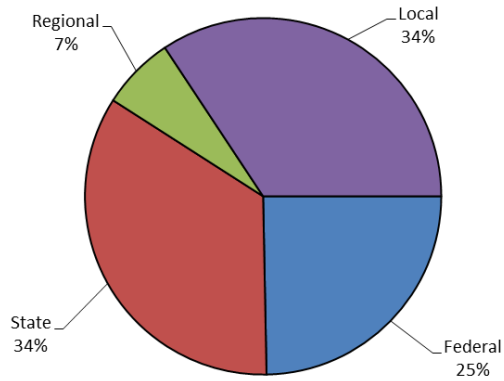


Total Number of Projects = 1,004

TIP-at-a-Glance - Distribution of Funding by Source for the Bay Area

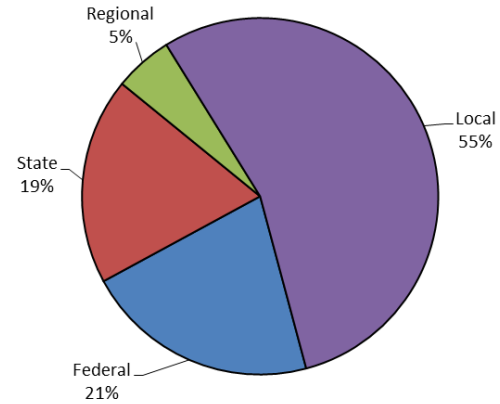
Type	TIP Period Funding (in \$1,000s)				TIP Period Funding		Total Project Cost (in \$1,000s)	
	FY 14/15	FY 15/16	FY 16/17	FY 17/18				
Federal	\$664,696	\$815,531	\$454,757	\$413,150	\$2,348,135	25%	\$10,347,031	21%
State	\$695,341	\$564,040	\$623,198	\$1,384,573	\$3,267,152	34%	\$9,138,184	19%
Regional	\$231,837	\$184,413	\$132,428	\$83,258	\$631,935	7%	\$2,579,266	5%
Local	\$1,371,083	\$994,905	\$329,906	\$565,695	\$3,261,589	34%	\$26,597,507	55%
Total	\$2,962,957	\$2,558,889	\$1,540,289	\$2,446,676	\$9,508,811	100%	\$48,661,987	100%

TIP Period Funding Distributed by Source



Total TIP Period Investment = \$9.51 billion

Total Project Funding Distributed by Source



Total Project Funding = \$48.66 billion

TIP-at-a-Glance - Distribution of Funding by Mode for Individual Counties and Regional Projects (in \$1,000s)

County	Bicycle/ Pedestrian	Local Road	Port/ Freight Rail	Regional	State Highway	Transit	Total TIP Period Funding
Alameda	\$76,937	\$79,478	\$14,700	\$0	\$104,963	\$153,354	\$429,431
Contra Costa	\$33,001	\$83,233	\$0	\$0	\$210,776	\$159,491	\$486,502
Marin	\$85,461	\$29,107	\$0	\$0	\$193,079	\$7,539	\$315,186
Napa	\$500	\$14,565	\$0	\$0	\$1,860	\$207	\$17,132
San Francisco	\$55,169	\$86,981	\$0	\$0	\$41,130	\$1,212,147	\$1,395,428
San Mateo	\$49,276	\$147,860	\$0	\$0	\$1,317,789	\$2,424,437	\$3,939,362
Santa Clara	\$35,012	\$14,173	\$0	\$0	\$104,794	\$27,704	\$181,683
Solano	\$6,321	\$50,357	\$0	\$0	\$2,000	\$31,001	\$89,679
Sonoma	\$5,758	\$42,085	\$0	\$0	\$11,664	\$121,862	\$181,369
Regional	\$16,500	\$208,733	\$0	\$23,066	\$1,795,230	\$429,511	\$2,473,039
Total Bay Area	\$363,936	\$756,572	\$14,700	\$23,066	\$3,783,285	\$4,567,253	\$9,508,811

TIP-at-a-Glance - Distribution of Funding by Purpose for Individual Counties and Regional Projects (in \$1,000s)

County	Expansion	Maintenance/ Rehabilitation	Operations	System Management	Total TIP Period Funding
Alameda	\$323,666	\$21,212	\$0	\$84,553	\$429,431
Contra Costa	\$396,100	\$19,633	\$0	\$70,768	\$486,502
Marin	\$97,386	\$127,080	\$0	\$90,720	\$315,186
Napa	\$5,472	\$5,163	\$0	\$6,498	\$17,132
San Francisco	\$1,310,903	\$33,230	\$0	\$51,294	\$1,395,428
San Mateo	\$1,944,450	\$1,943,361	\$0	\$51,552	\$3,939,362
Santa Clara	\$60,807	\$74,076	\$0	\$46,800	\$181,683
Solano	\$80,107	\$3,139	\$0	\$6,433	\$89,679
Sonoma	\$152,823	\$11,020	\$0	\$17,526	\$181,369
Regional	\$62,108	\$1,879,647	\$52,437	\$478,847	\$2,473,039
Total Bay Area	\$4,433,821	\$4,117,562	\$52,437	\$904,992	\$9,508,811

TIP-at-a-Glance - Distribution of Funding by Source for Individual Counties and Regional Projects (in \$1,000s)

County	Federal	State	Regional	Local	Total TIP Period Funding
Alameda	\$134,432	\$10,505	\$64,203	\$220,291	\$429,431
Contra Costa	\$132,507	\$11,229	\$47,326	\$295,440	\$486,502
Marin	\$112,170	\$69,978	\$19,800	\$113,238	\$315,186
Napa	\$10,968	\$0	\$0	\$6,163	\$17,132
San Francisco	\$593,007	\$55,139	\$117	\$747,166	\$1,395,428
San Mateo	\$924,850	\$1,855,792	\$3,000	\$1,155,720	\$3,939,362
Santa Clara	\$68,531	\$21,250	\$0	\$91,902	\$181,683
Solano	\$29,142	\$37,276	\$10,950	\$12,312	\$89,679
Sonoma	\$45,814	\$3,277	\$750	\$131,528	\$181,369
Regional	\$296,713	\$1,202,707	\$485,790	\$487,830	\$2,473,039
Total Bay Area	\$2,348,135	\$3,267,152	\$631,935	\$3,261,589	\$9,508,811

This page intentionally left blank

