

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 13, 2022

Agenda Item 2g - 22-0560

MTC Resolution No. 4475, Revised

Subject:

2021 Transportation Improvement Program (TIP) Amendment 2021-20.

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2021 TIP, covering the four-year period from FY 2020-21 through 2023-24, was adopted by the Commission on February 24, 2021, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 16, 2021. The 2021 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

Amendment 2021-20 makes revisions to 28 projects with a net funding increase of approximately \$444.4 million. Among other changes, this revision will:

- Update Santa Rosa CityBus's Electric Bus Replacement project to reflect the award of \$4.3 million in FTA Grants for Bus and Bus Facilities Program funds;
- Update WETA's Electric Vessels and Related Infrastructure project to reflect the award of \$3.4 million in FTA Passenger Ferry Grant Program funds;
- Add Fairfield's West Texas St Complete Streets project to the TIP to reflect the award of approximately \$11 million in statewide Active Transportation Program Cycle 5 funds;
- Add 11 new projects and update 10 existing projects to include \$337 million in FTA formula funds to partially reflect the recent adoption of the Transit Capital Priorities Program for FY2021-22 to FY2023-24; and
- Update four existing projects to reflect the latest programming decisions in the One Bay Area Grant (OBAG) 2 Program.

The 2021 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also posted on the Internet at: <https://mtc.ca.gov/funding/transportation-improvement-program/2021-tip/2021-tip-revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; Caltrans will then forward the amendment to FTA/FHWA for final federal agency review and approval.

Issues:

This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Agenda Item 2c - MTC Resolution No. 4202, Revised. Various revisions to the One Bay Area Grant programs (OBAG 2). Only items approved by the Committee will be forwarded to the Commission.

Recommendations:

Refer MTC Resolution No. 4475, Revised to the Commission for approval.

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2021-20
- MTC Resolution No. 4475, Revised



Therese W. McMillan

**TIP Revision Summary
2021-20**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170074	Alameda (City)	Alameda Grand St Pavement Rehab and Safety Imps	Update the project description to include complete street improvements and limit the number of streets and update the funding plan to reprogram CON funds from FY22 to FY23	\$0	0.0%
SCL170023	Sunnyvale	Peery Park "Sense of Place" Improvements	Update the project description to reduce the scope of the project as some elements were completed under other, locally-funded projects	\$0	0.0%
SOL210009	Fairfield	Fairfield West Texas Street Complete Streets	Amend a new exempt project into the TIP with \$11M in ATP funds	\$10,903,000	~%
SOL210010	Vallejo	Vallejo Springs Rd Pavement Preservation	Amend a new exempt project into the TIP with \$1.8M in STP-SSM being transferred from SOL170008 and \$457K in Local funds	\$2,257,000	~%
System: Public Lands/Trails					
SOL170008	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	Update the funding plan to remove \$1.8M in STP-SSM as the funds are being transferred to SOL210010 and add \$1.8M in Local and \$16K in TDA funds	\$16,300	0.2%
System: Transit					
ALA090065	Bay Area Rapid Transit District (BART)	BART: Fare Collection Equipment	Update the funding plan to add \$19M in 5337 and \$4.8M in Local funds	\$23,850,000	28.3%
ALA190014	Bay Area Rapid Transit District (BART)	BART-Elevator Renovation program	Update the funding plan to add \$21M in 5337 and \$5.25M in Local funds	\$26,250,000	100.0%
BRT030004	Bay Area Rapid Transit District (BART)	BART Train Control Renovation	Update the funding plan to add \$30.7M in 5337 and \$7.7M in Local funds	\$38,400,000	13.9%
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to add \$30.7M in 5337 and \$7.7M in Local funds	\$38,400,000	16.0%
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update the funding plan to add \$52M in 5337 and \$13M in Local funds	\$65,272,500	20.5%
CC-210015	Western Contra Costa Transit Authority (WestCAT)	WestCat 45-foot Over the Road Coach Replacement	Amend a new exempt project into the TIP with \$1.1M in 5307 and \$279K in Local funds	\$1,394,000	~%
CC-210016	Western Contra Costa Transit Authority (WestCAT)	WestCAT Purchase Double Decker Vehicles	Amend a new exempt project into the TIP with \$1.7M in 5307 and \$420K in Local funds	\$2,098,000	~%
MRN150011	Marin County Transit District	MCTD- Replace Shuttle Vehicles	Update the funding plan to add \$94K in 5307 and \$24K in Sales Tax funds and update the description to add one shuttle bus	\$118,000	7.6%
MRN170004	Marin County Transit District	MCTD: Replace Paratransit Vehicles with Vans	Update the funding plan to add \$252K in 5307 and \$63K in Sales Tax funds and update the project description to add 3 vehicles	\$315,000	219.5%
MRN170005	Marin County Transit District	MCTD: Replace Rural Cutaway Vehicles	Update the funding plan to add \$189K in 5307 and \$897K in Local funds and update the project description to add two buses	\$1,086,000	176.3%
MRN210004	Marin County Transit District	MCTD: Replace Paratransit Vehicles	Amend a new exempt project into the TIP with \$412K in 5307 and \$103K in Sales Tax funds	\$515,000	~%

**TIP Revision Summary
2021-20**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
MRN210005	Marin County Transit District	MCTD: Replace 35ft Hybrid Vehicles	Amend a new exempt project into the TIP with \$4.9M in 5307, \$756K in SB1-SGR and \$457K in Sales Tax funds	\$6,069,000	~%
MRN210007	Marin County Transit District	MCTD: Replace Demand Response Vans	Amend a new exempt project into the TIP with \$336K in 5307 and \$84K in Sales Tax funds	\$420,000	~%
SCL210030	Santa Clara Valley Transportation Authority (VTA)	N 1st/Tasman EB Track Switch Mod - TSP Enhancement	Amend a new exempt project into the TIP with \$1.64M in 5337 and \$410K in Local funds	\$2,050,000	~%
SCL210031	Santa Clara Valley Transportation Authority (VTA)	VTA Network Switch Replacement Upgrade	Amend a new exempt project into the TIP with \$3.7M in 5337 and \$920K in Local funds	\$4,600,000	~%
SCL210032	Santa Clara Valley Transportation Authority (VTA)	VTA Axle Press Replacement	Amend a new exempt project into the TIP with \$1.7M in 5337 and \$434K in Local funds	\$2,170,375	~%
SF-190008	Water Emergency Transportation Authority (WETA)	WETA: Electric Vessels and Related Infrastructure	Update the funding plan to add \$3.44M in FY22 CON Passenger Ferry Grant Program funds and reprogram \$9M in TIRCP funds from FY20 to FY22	\$3,440,000	38.0%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$34.5M in 5337 and \$8.6M in Local funds	\$43,125,000	21.1%
SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Update the funding plan to add \$3.2M in 5337 and \$1M in Local funds	\$4,275,500	74.8%
SM-210014	San Mateo County Transit District (SAMTRANS)	SamTrans Bus Replacement	Amend a new exempt project into the TIP with \$121M in 5307, \$811K in 5339, and \$30.5M in Sales Tax funds	\$152,355,000	~%
SM-210015	San Mateo County Transit District (SAMTRANS)	SamTrans Paratransit Vehicle Replacements	Amend a new exempt project into the TIP with \$6.3M in 5307 and \$1.6M in Local funds	\$7,832,489	~%
SON170026	Santa Rosa City Bus	Santa Rosa CityBus: Electric Bus Replacement	Update the funding plan to add \$4.3M in 5339 Bus and Bus Facility Program grant and \$1M in Local funds and update the project description to add five replacement buses	\$5,360,375	152.6%
SON210008	Santa Rosa City Bus	Santa Rosa CityBus: ZEB Replacement	Amend a new exempt project into the TIP with \$556K in 5307 funds, \$889K in 5339 funds, and \$361K in Local funds	\$1,805,589	~%
Total Funding Change:				\$444,378,128	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$918,270,255	\$31,186,180	\$22,566,536	\$211,831,300	\$1,183,854,271	\$110,101,930
Proposed:	\$1,263,038,317	\$42,845,446	\$22,566,536	\$299,782,100	\$1,628,232,399	\$499,482,558
Delta:	\$344,768,062	\$11,659,266	\$0	\$87,950,800	\$444,378,128	\$389,380,628

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C
10/21/21-C 12/15/21-C
01/26/22-C 02/23/22-C
03/23/22-C 04/27/22-C

ABSTRACT

Resolution No. 4475, Revised

This resolution adopts the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area, and supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2021 TIP adoption is contained in the summaries to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, April 14, 2021, May 12, 2021, June 9, 2021, July 14, 2021, December 8, 2021, January 12, 2022, February 9, 2022, March 9, 2022, and April 13, 2022 and to the Planning Committee dated October 8, 2021. This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2021 TIP'.

2021 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2021-01	Admin. Mod.	25	\$33,457,609	5/17/2021	5/17/2021
2021-02	Admin. Mod.	9	\$278,029,000	6/17/2021	6/17/2021
2021-03	Amendment	57	\$366,721,065	4/28/2021	5/21/2021
2021-04	Admin. Mod.	40	\$110,248,859	6/30/2021	6/30/2021
2021-05	Amendment	22	\$733,155,111	5/26/2021	7/16/2021
2021-06	Amendment	57	\$313,850,305	6/23/2021	7/16/2021
2021-07	Amendment	53	\$686,063,624	7/28/2021	8/4/2021
2021-08	Admin. Mod.	23	\$26,086,617	8/4/2021	8/4/2021
2021-09	Admin. Mod.	7	\$87,814,143	8/20/2021	8/20/2021
2021-10	Amendment	18	\$3,607,893,000	10/21/2021	12/3/2021
2021-11	Admin. Mod.	90	\$143,447,209	1/11/2022	1/11/2022
2021-12	Amendment	24	\$81,684,470	12/15/2021	2/11/2022
2021-13	Admin. Mod.	5	\$0	2/18/2022	2/18/2022
2021-14	Amendment	6	\$5,406,171	1/26/2022	3/11/2022
2021-15	Admin. Mod.	14	\$195,029,981	3/24/2022	3/24/2022

ABSTRACT

MTC Resolution No. 4475, Revised

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2021-16	Amendment	2	\$12,246,000	2/23/2022	Pending
2021-17	Admin. Mod	Pending	Pending	Pending	Pending
2021-18	Amendment	34	\$139,743,694	3/23/2022	Pending
2021-19	Admin. Mod	Pending	Pending	Pending	Pending
2021-20	Amendment	28	\$444,378,128	4/27/2022	Pending
Net Funding Change		514	\$7,265,254,986		
Absolute Funding Change			\$7,265,254,986		

Date: February 24, 2021
W.I.: 1512
Referred by: PAC

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4475

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

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

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

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year, except for 2020; and

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

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

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

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

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

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

WHEREAS, federal regulations prescribe the timely use of federal apportionment and obligation authority; and

WHEREAS, federal regulations (23 CFR §630.106) prescribe the timely expenditure, invoicing and reimbursement of federally obligated transportation funds; and

WHEREAS, state statutes (Streets and Highways Code Section 182), and California Transportation Commission (CTC) policies and guidance prescribe requirements for the timely use of federal and state funds; and

WHEREAS, MTC has adopted the regional project funding policy (MTC Resolution 3606, Revised) prescribing management practices, expectations and requirements on state and federal funds coming to the region in order to meet federal and state timely use of funds requirements; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2021 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2021 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2021 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2021 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2021 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2021 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations

(23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that projects and project sponsors with funds programmed in the federal TIP must comply with the provisions and requirements of the regional project funding delivery policy, MTC Resolution 3603, Revised; and, be it further

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

RESOLVED, that the public participation process conducted for the 2021 TIP satisfies the public involvement requirements of the FTA annual Program of Projects for applicable fund sources; and, be it further

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

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

RESOLVED, that MTC finds that the 2021 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4474); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2021 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040

Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2021 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4475, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

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

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials upon request.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations on February 24, 2021.

Date: February 24, 2021
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4475
Page 1 of 1

2021 Transportation Improvement Program

The 2021 Transportation Improvement Program for the San Francisco Bay Area, adopted February 24, 2021, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2021 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2021 TIP Performance Report

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C
10/21/21-C 12/15/21-C
01/26/22-C 02/23/22-C
03/23/22-C 04/27/22-C

Attachment B
Resolution No. 4475
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Revisions to the 2021 TIP

Revisions to the 2021 Transportation Improvement Program (TIP) are included as they are approved.

Revision 2021-01 is an administrative modification that revises 25 projects with a net funding increase of approximately \$33.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 17, 2021. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Suicide Deterrent System project to reflect the programming of \$7.9 million in Surface Transportation Block Grant Program (STP) funds and to change the source for \$7.7 million in funding from federal Highway Infrastructure Program (FHIP) to STP;
- Updates the funding plan of the Solano I-80 Managed Lanes project to reflect additional programming of federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds through the State Transportation Improvement Program (STIP);
- Updates the Santa Clara Valley Transportation Authority's (VTA) US 101/De L Cruz Blvd - Trimble Road I/C project to reflect the programming of \$25 million in SB1 Local Partnership Program Competitive funds;
- Updates the Bay Area Rapid Transit District's (BART) Railcar Procurement and Transbay Core Capacity Programs to reflect changes in the funding plans including the addition of \$562 million in FTA Capital Investment Grant (CIG) funds and \$6.8 million in CRRSAA funds; and
- Updates the funding plans and back-up listings of the Highway Safety Improvement Program (HSIP) and Highway Bridge Program (HBP) funded grouped listing to reflect the latest programming information from Caltrans.
- Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25 million in SB1 Local Partnership Program funding, \$562 million in FTA CIG funding, \$1.8 million in HBP funding, \$7.1 million in STIP funds, \$350,000 in FTA Pilot Program for Transit-Oriented Development Planning grant funding, and

\$7.9 million in federal CRRSSAA funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-02 is an administrative modification that revises nine projects with a net funding increase of approximately \$278 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 17, 2021. Among other changes, this revision:

- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$290 million in SHOPP funding to the active years of the TIP, and to split out the scope and funding for one sub-project to the Solano Transportation Authority's Rio Vista State Route 12 Pavement Rehabilitation and Intersection Improvements project; and
- Updates the funding plan of the Napa Valley Transportation Authority's State Routes 12, 29, and 221 Soscol Junction Interchange Improvements project to reflect the award of \$25 million in Road Repair and Accountability Act (SB1) Solutions for Congested Corridors Program funding and \$422,000 in SB1 Local Partnership Program funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25.4 million in SB1 funding and \$290 million in SHOPP funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-03 is an amendment that revises 57 projects with a net funding increase of approximately \$367 million. The revision was referred by the Programming and Allocations Committee on April 14, 2021, and approved by the MTC Commission on April 28, 2021. Caltrans approval was received on May 12, 2021, and final federal approval was received on May 21, 2021. Among other changes, this revision:

- Adds seven new exempt projects and updates 16 existing projects and 2 grouped listings to reflect the adoption of the FY2020-21 Transit Capital Priorities Program of Projects;
- Adds three new exempt projects and updates the funding plan of one existing project to reflect the approval of the state's portion of Cycle 5 of the Active Transportation Program;
- Adds two new exempt projects and updates the funding plan of one existing project to reflect the awards of discretionary funding from the Federal Transit Administration;
- Adds one new exempt project and updates the funding plan of one existing project to reflect the award of funding through the One Bay Area Grant 2 Program (OBAG2);
- Archives six projects; and

- Carries forward changes made in the 2019 TIP that were not included in the Final 2021 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-04 is an administrative modification that revises 40 projects with a net funding increase of approximately \$110 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 30, 2021. Among other changes, this revision:

- Updates the funding plan of MTC's 511 Next Generation project to reflect the award of \$200,000 in Work Zone Data Exchange (WZDx) Demonstration Grant funds;
- Updates the funding plans of 10 Regional/County Planning Activities project listings to reflect the award of regional Surface Transportation Block Grant (STP) funding through the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plan of the Marin County portion of the Marin Sonoma Narrows Project to reflect the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and federal Highway Infrastructure Program (FHIP) funds and to reflect the use of Advance Construction (AC) authorization;
- Updates the funding plans of 10 projects to reflect recently approved changes in the Active Transportation Program (ATP), the State Transportation Improvement Program (STIP), and the Local Partnership Program (LPP); and
- Updates the funding plans of six Transit Capital Priorities (TCP) funded Americans with Disabilities Act (ADA) Operating Support projects to reflect that ongoing funding is being combined into a new grouped listing and updates this grouped listing, two additional grouped listings and two individual listings to reflect recent changes to the TCP program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.8 million in ATP, \$6.3 million in prior year FHIP funds, \$200,000 in WZDx funds, \$2.7 million in STIP funds and \$722,000 in LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-05 is an amendment that revises 22 projects with a net funding increase of approximately \$733 million. The revision was referred by the Programming and Allocations Committee on May 12, 2021 and approved by the MTC Commission on May 26, 2021. Caltrans approval was received on July 1, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Updates the funding plans of eight projects, adds one new exempt project, and adds one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;
- Adds one new exempt regional Surface Transportation Block Grant Program (STP) funded project, updates the scope of one existing STP funded project, and archives one completed STP funded project;
- Adds one new exempt Active Transportation Program funded project;
- Adds one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Updates the funding plans of six projects to add funding to the active years of the TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-06 is an amendment that revises 57 projects with a net funding increase of approximately \$314 million. The revision was referred by the Programming and Allocations Committee on June 9, 2021, and approved by the MTC Commission on June 23, 2021. Caltrans approval was received on July 7, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Adds 23 new projects and updates the funding plans of two existing projects to reflect the adoption of the Safe and Seamless Mobility Quick Strike Program;
- Adds five new projects and updates the funding plans of 20 existing projects to reflect the recent adoption of the latest round of the Transit Capital Priorities Program;
- Updates the Caltrain Electrification and San Francisco Central Subway projects to reflect recent awards of Federal Transit Administration New Starts funding from the American Rescue Plan Act of 2021; and
- Archives two projects as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-07 is an amendment that revises 53 projects with a net funding increase of approximately \$686 million. The revision was referred by the Programming and Allocations Committee on July 14, 2021, and approved by the MTC Commission on July 28, 2021. Caltrans approval was received on July 30, 2021, and final federal approval was received on August 4, 2021. Among other changes, this revision:

- Adds seven new projects, deletes one existing project and updates five other existing projects to reflect recent changes in the regional Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement Program

(CMAQ), and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program;

- Adds three new projects to reflect the programming of Transit Capital Priorities (TCP) Program funds;
- Adds two new projects and updates the funding plans of two existing projects to reflect the award of funding through the Active Transportation Program (ATP), the Federal Transit Administration's Capital Investment Grants (CIG) program, the Road Repair and Accountability Act's Local Partnership Program (SB1-LPP), and the California Natural Resource Agency's grant program; and
- Adds seven new projects, combines two existing projects, and updates the scope or funding plans of six other existing projects to reflect local programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-08 is an administrative modification that revises 23 projects with a net increase in funding of \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 4, 2021. Among other changes, this revision:

- Updates the funding plans of 11 regional Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect recent programming changes including the adoption of the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plans of six projects to reflect programming changes in the Active Transportation Program (ATP), the Road Repair and Accountability Act – Local Partnership Program (SB1-LPP), State Transportation Improvement Program (STIP), High Priority Program earmark program (HPP), Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP); and
- Updates the funding plans and back-up listings of the Railroad Highway Crossing program and Lifeline Transportation Program group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in ATP funds, \$167,765 in HPP funds, \$624,745 in FBP funds, \$9.5 million in Section 130 Railroad-Highway Crossing funds, \$410,180 in Urban Greening Grant funds, \$235,369 in Proposition 1B California Transit Security Grant Program funds, \$11 million in STIP funds and \$47 million in SB1-LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-09 is an administrative modification that revises seven projects with a net increase in funding of \$88 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 20, 2021. Among other changes, this revision:

- Updates the funding plans of four projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Road Repair and Accountability Act – Trade Corridor Enhancement Program (SB1-TCEP), the Road Repair and Accountability Act – Local Streets and Roads Program (SB1-LSRP), and the Infill Infrastructure Grant Program (IIG); and
- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$87 million in SHOPP funds, \$146,040 in Community Development Block Grant funds, \$1 million in IIG funds, \$55 million in SB1-TCEP, and \$256,832 in SB1-LSRP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-10 is an amendment that serves to conform the 2021 TIP to Plan Bay Area 2050 and revises 18 projects with a net increase in funding of approximately \$3.6 billion. The revision was referred by the Planning Committee on October 8, 2021, and approved by the MTC Commission on October 21, 2021. Caltrans approval was received on November 8, 2021, and final federal approval was received on December 3, 2021. Among other changes, this revision:

- Updates 10 existing projects in the 2021 TIP to reflect changes in scope or cost that are included in the Draft Plan Bay Area 2050; and
- Adds eight new projects to the 2021 TIP.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.

Revision 2021-11 is an administrative modification that revises 90 projects with a net increase in funding of \$143 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 11, 2022. Among other changes, this revision:

- Updates the funding plans of 68 regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/ CMAQ) funded projects to reflect planned and actual obligations;
- Updates the funding plans and back-up listings of the Federal Lands Highways Program/Tribal Transportation Program funded group listing, the Local Highway Bridge

Program (HBP) funded group listing, and six State Highway Operation and Protection Program (SHOPP) funded group listings to reflect updates from Caltrans; and

- Updates the funding plans of six individually listed projects to reflect the latest programming decisions in the HBP, the Core Capacity Challenge Grant Program, and the Safe and Seamless Mobility Quick-Strike Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$107 million in SHOPP funds, \$598 in repurposed earmark funds, \$1 million in HBP funds, \$42,526 in Tribal Transportation Program funds, \$739,000 in California Transportation Commission managed Coronavirus Response and Relief Supplemental Appropriations Act funds, and \$50,000 in Road Repair and Accountability Act - Local Streets and Roads Program funds. MTC's 2021 TIP, as revised with Revision No. 2021-11, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-12 is an amendment that revises 24 projects with a net funding increase of approximately \$82 million. The revision was referred by the Programming and Allocations Committee on December 8, 2021 and approved by the MTC Commission on December 15, 2021. Caltrans approval was received on January 28, 2022 and final federal approval was received on February 11, 2022. Among other changes, this revision:

- Amends three new exempt projects into the TIP and updates one existing project to reflect the award of funding through the Active Transportation Program (ATP);
- Amends eight new exempt projects into the TIP, updates two existing projects and deletes one project to reflect the award of regional Surface Transportation Block Grant Program (STP) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds;
- Amends one new exempt Transit Capital Priorities project into the TIP;
- Splits out the ongoing and future extensions of the Sonoma Marin Area Rail Transit system and multi-use pathway to a new project listing and archives the completed segments from the TIP; and
- Archives two other projects from the TIP as the funding has been obligated.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-13 is an administrative modification that revises five projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 18, 2022. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the latest programming decisions and obligations; and

- Updates the description of Alameda CTC's I-680 Express Lane Gap Closure: SR-84 to Alcosta Blvd. project and the Bike Share Capital Program to better reflect the existing scopes of the projects.

The administrative modification is financially constrained by year. MTC's 2021 TIP, as revised with Revision No. 2021-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-14 is an amendment that revises six projects with a net funding increase of approximately \$5.4 million. The revision was referred by the Programming and Allocations Committee on January 12, 2022 and approved by the MTC Commission on January 26, 2022. Caltrans approval was received on March 3, 2022 and final federal approval was received on March 11, 2022. Among other changes, this revision:

- Adds three new projects to reflect the recent adoption of the Climate Initiatives Program Mobility Hubs Pilot Program;
- Adds two new projects to reflect changes in the One Bay Area Grant (OBAG2) County Program; and
- Updates one Local Highway Bridge Program-funded project to reflect the latest programming information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-15 is an administrative modification that revises 14 projects with a net increase in funding of \$195 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 24, 2022. Among other changes, this revision:

- Updates the funding plan of one existing Active Transportation Program (ATP) funded project to reflect the latest programming decisions;
- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and actual obligations;
- Updates the funding plan of the San Francisco County Transportation Authority's Yerba Buena Island (YBI) Ramp Improvements project to reflect the award of \$18 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds;
- Updates the funding plan of the Clipper 2.0 Fare Payment System project to reflect the advance of \$30 million in One Bay Area Grant 3 (OBAG 3) funding to active years of the TIP; and
- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$198 million in SHOPP funds, \$12,948 in Highway Bridge Program funds, \$18 million in RAISE funds, and \$4 million in Road Repair and Accountability Act (SB1) funds. MTC's 2021 TIP, as revised with Revision No. 2021-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-16 is an amendment that revises two projects with a net funding increase of approximately \$12 million. The revision was referred by the Programming and Allocations Committee on February 9, 2022 and approved by the MTC Commission on February 23, 2022. Caltrans approval is expected in late March 2022 and final federal approval is expected in April 2022. This revision adds two new Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects to the TIP to reflect the latest changes in the Climate Initiatives Program Mobility Hubs Pilot Program and the Regional Active Operation Management Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-17 is a pending administrative modification.

Revision 2021-18 is an amendment that revises 34 projects with a net funding increase of approximately \$140 million. The revision was referred by the Programming and Allocations Committee on March 9, 2022 and approved by the MTC Commission on March 23, 2022. Caltrans approval is expected in late April 2022 and final federal approval is expected in May 2022. Among other changes, this revision:

- Adds 13 new regional Surface Transportation Block Grant Program (STP) projects and one new Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded project to the TIP and updates 14 existing STP funded projects to reflect programming decisions in the One Bay Area Grant 2 and 3 (OBAG2 and OBAG3) programs; and
- Archives 5 projects as they have been completed or all federal funding has been obligated.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-19 is a pending administrative modification.

Revision 2021-20 is an amendment that revises 28 projects with a net funding increase of approximately \$444.4 million. The revision was referred by the Programming and Allocations Committee on April 13, 2022 and approved by the MTC Commission on April 27, 2022.

Caltrans approval is expected in late May 2022 and final federal approval is expected in June 2022. Among other changes, this revision:

- Updates Santa Rosa CityBus's Electric Bus Replacement project to reflect the award of \$4.3 million in FTA Grants for Bus and Bus Facilities Program funds;
- Updates WETA's Electric Vessels and Related Infrastructure project to reflect the award of \$3.4 million in FTA Passenger Ferry Grant Program funds;
- Adds Fairfield's West Texas St Complete Streets project to the TIP to reflect the award of approximately \$11 million in statewide Active Transportation Program Cycle 5 funds;
- Adds 11 new projects and updates 10 existing projects to partially reflect the recent adoption of the Transit Capital Priorities Program for FY2021-22 to FY2023-24; and
- Updates four existing projects to reflect the latest programming decisions in the One Bay Area Grant (OBAG) 2 Program.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.