



Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year, based on the availability of funding.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the four-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

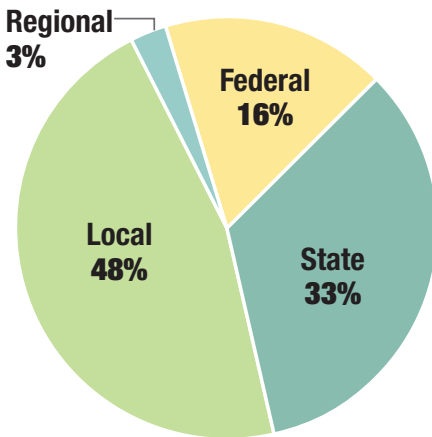
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope or have it dropped from consideration.



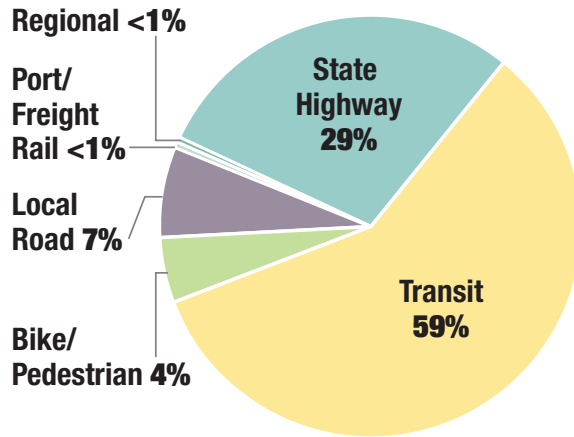
A Summary of the 2023 TIP

The Bay Area's 2023 TIP includes more than 300 transportation projects, and a total of approximately \$10.9 billion in committed federal, state, regional and local funding over the four-year TIP period through fiscal year 2026. See the next page for a map of projects with costs greater than \$200 million.

2023 TIP Funds by Source



2023 TIP Funds by Mode



2023 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2023 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations, seniors and persons with disabilities sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2023 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the 2023 TIP can be viewed on MTC's website at: mtc.ca.gov/funding/transportation-improvement-program-tip



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

RED Road Project
BLUE Transit Project

- 1 **BART to Silicon Valley Phase II**
Santa Clara County
\$7.35 billion
- 2 **Caltrain - San Francisco Downtown Extension**
San Francisco County
\$3.94 billion
- 3 **BART - Transbay Core Capacity Improvements**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$3.51 billion
- 4 **BART - Railcar Procurement Program**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$2.73 billion
- 5 **Caltrain - Electrification and Expansion Vehicle Procurement**
San Francisco, San Mateo and Santa Clara Counties
\$2.65 billion
- 6 **BATA - Toll Bridge Rehabilitation Program**
Multiple Counties
\$1.2 billion
- 7 **US-101 - Doyle Drive Availability Payments**
San Francisco County
\$1.12 billion
- 8 **Golden Gate Bridge - Seismic Retrofit**
Marin and San Francisco Counties
\$1.03 billion
- 9 **BART - Hayward Fleet Maintenance Facilities**
Alameda
\$910 million
- 10 **BART - Preventive Maintenance**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$674 million
- 11 **I-80/I-680/SR-12 - Interchange Improvements**
Solano County
\$661 million
- 12 **I-680 - Central Contra Costa County Express Lanes**
Contra Costa County
\$560 million
- 13 **US-101 - Santa Clara County Express Lanes**
Santa Clara County
\$509 million
- 14 **East Bay Greenway Phase 2**
Alameda County
\$502 million
- 15 **I-680 Express Lane Gap Closure: SR-84 to Alcosta**
Alameda County
\$479 million
- 16 **VTA - Capitol Expressway Light Rail Extension to Eastridge Phase II**
Santa Clara County
\$449 million
- 17 **SR-262 (Mission Blvd) Cross Connector**
Alameda County
\$445 million
- 18 **SF - Hunters Point Shipyard and Candlestick Point Transportation Improvements**
San Francisco County
\$421 million
- 19 **SF - Better Market Street Transportation Elements**
San Francisco County
\$415 million
- 20 **SR-37 Interim Congestion Relief Improvements from Sears Point to Mare Island**
Solano and Sonoma Counties
\$415 million
- 21 **I-680/SR-4 Interchange Reconstruction**
Contra Costa County
\$385 million
- 22 **BART - Rail, Way and Structures Program**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$384 million
- 23 **Oakland - 7th Street Grade Separation - East**
Alameda County
\$372 million
- 24 **SF - Yerba Buena Island (YBI) Ramp Improvements**
San Francisco County
\$333 million
- 25 **Burlingame - Broadway Caltrain Grade Separation**
San Mateo County
\$327 million
- 26 **BART - Train Control Renovation**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$315 million
- 27 **West Oakland Howard Terminal Downtown Connectivity**
Alameda County
\$314 million
- 28 **US-101 Managed Lanes from I-380 to San Francisco County Line**
San Mateo County
\$314 million
- 29 **Oakland - 7th Street Grade Separation - West**
Alameda County
\$311 million
- 30 **Fremont & Union City - East-West Connector: Decoto and Quarry Lakes Parkway**
Alameda County
\$308 million
- 31 **US-101/Woodside - Interchange Improvements**
San Mateo County
\$302 million
- 32 **I-580/I-680 Interchange - Widening for Managed Lanes**
Alameda County
\$300 million
- 33 **SFMTA - Geary Bus Rapid Transit**
San Francisco County
\$300 million
- 34 **BART - Traction Power System Renovation**
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties
\$279 million
- 35 **VTA - Light Rail Extension to Vasona Junction and Double Tracking**
Santa Clara County
\$256 million
- 36 **Caltrain - Systemwide Track and Structure Rehabilitation**
San Francisco, San Mateo and Santa Clara Counties
\$244 million
- 37 **US-101/Zanker/Skyport/North 4th Street - Interchange Improvements**
Santa Clara County
\$242 million
- 38 **SR-85 Express Lanes**
Santa Clara County
\$237 million
- 39 **Fremont - Irvington BART Station**
Alameda County
\$230 million
- 40 **I-280/Winchester - Interchange Improvements**
Santa Clara County
\$229 million
- 41 **Golden Gate Bridge - Suicide Deterrent System**
Marin and San Francisco Counties
\$226 million
- 42 **I-880 - Hacienda to Hegenberger Northbound HOV/Express Lanes**
Alameda County
\$221 million
- 43 **BATA Toll Bridge Maintenance**
Multiple Counties
\$219 million

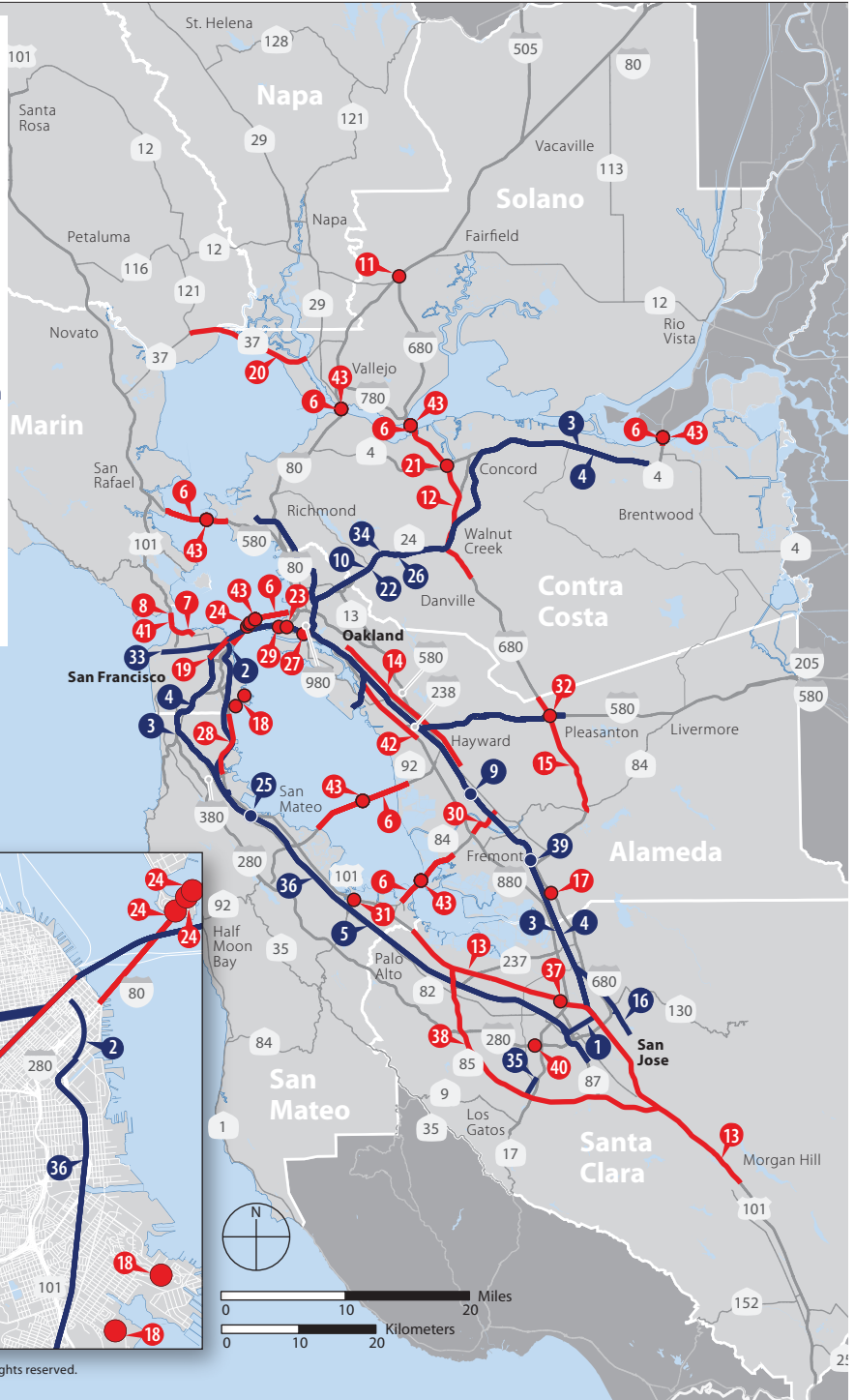
NOTE: Excludes projects with no funding programmed after 2022.

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

NOT MAPPED

- A MTC - Financing Repayment for Transit Capital Priorities
Multiple Counties
\$1.54 billion
- B SFMTA - Additional Light Rail Vehicles
San Francisco County
\$1.13 billion
- C VTA - Standard and Small Bus Replacement
Santa Clara County
\$440 million
- D SFMTA - Rail Replacement Program
San Francisco County
\$303 million
- E MTC - Clipper® 2.0 Fare Payment System
Multiple Counties
\$249 million
- F SFMTA - Train Control & Trolley Signal Rehabilitation/Replacement
San Francisco County
\$224 million
- G SFMTA - Overhead Line Reconditioning and Traction Power Program
San Francisco County
\$218 million

● Road project
● Transit project



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How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor; work toward refining the initial idea; develop a clear project cost, scope and schedule; and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in the regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the regional transportation plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, projects may be proposed by either MTC; the Bay Area Air Quality Management District; or a County Transportation Agency, transit operator, city, county or special district.



Follow a Transportation Project From Idea to

New Project Ideas and Local Review

MTC's Long-Term Regional Transportation Plan

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the County Transportation Agency (CTA) and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, Association of Bay Area Governments (ABAG), County Transportation Agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land use planning.

How You Can Make a Difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CTA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects. A project cannot move forward or receive any federal funds unless it is included in the RTP. MTC support of large projects occurs in the long-range plan and not as part of the TIP.

- ▶ Attend public meetings or open houses to learn about plans and offer your comments
- ▶ Participate in online surveys or forums

Implementation

MTC's Project Selection Process

Construction/Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the County Transportation Agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

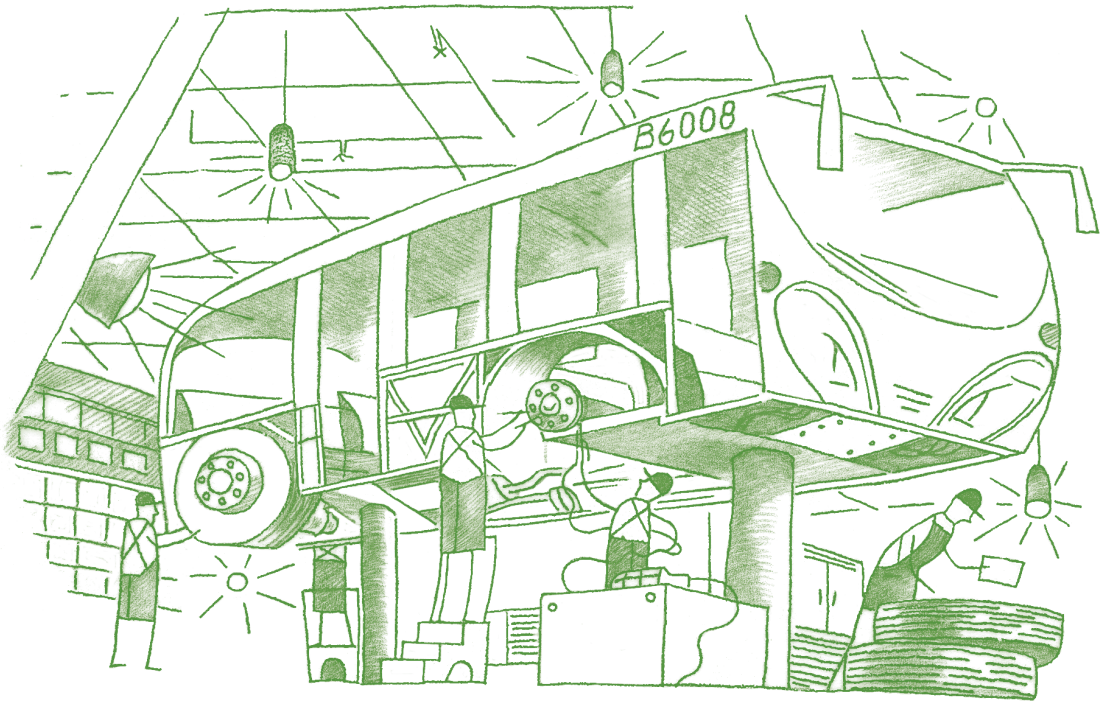
Funding is fully committed by grant approval once the project meets all requirements and moves forward to phases such as preliminary engineering, final design, right-of-way acquisition, or construction.

Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission (mtc.ca.gov/about-mtc/committees/policy-advisory-council).
- ▶ Check MTC's website for committee agendas and to keep current on activities (www.mtc.ca.gov).
- ▶ Get your name added to MTC's database to receive e-mail updates (info@bayareametro.gov).

Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.



In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range regional transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. A copy of the TIP is made available at the Bay Area Metro Center; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/about-mtc/public-participation.



Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express (ACE)

209.944.6220

Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

Bay Area Rapid Transit District (BART)

510.464.6000

Bay Area Water Emergency Transit Authority

415.291.3377

Central Contra Costa Transit Authority (County Connection)

925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

Fairfield/Suisun Transit (FAST)

707.422.2877

Golden Gate Bridge, Highway and Transportation District

415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

Marin County Transit District

415.226.0855

Napa Valley Transportation Authority (VINE)

707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

San Mateo County Transit District (SamTrans)

650.508.6200

Santa Clara Valley Transportation Authority (VTA)

408.321.2300

Santa Rosa Department of Transit and Parking

707.543.3333

Solano County Transit (SolTrans)

707.648.4666

Sonoma County Transit

707.585.7516

Sonoma-Marin Area Rail Transit

707.794.3330

Transbay Joint Powers Authority

415.597.4620

Western Contra Costa Transit Authority (WestCAT)

510.724.3331

Major Seaports and Airports

Port of Oakland

510.627.1100

Port of San Francisco

415.274.0400

Oakland International Airport

510.563.3300

San Jose International Airport

408.392.3600

San Francisco International Airport

650.821.8211

Regional Agencies

Association of Bay Area Governments

415.820.7900

Bay Area Air Quality Management District

415.749.5000

Metropolitan Transportation Commission

415.778.6700

San Francisco Bay Conservation and Development Commission

415.352.3600

County Transportation Agencies

Alameda County Transportation Commission

510.208.7400

Contra Costa Transportation Authority

925.256.4700

Transportation Authority of Marin

415.226.0815

Napa Valley Transportation Authority

707.259.8631

San Francisco County Transportation Authority

415.522.4800

City/County Association of Governments of San Mateo County

650.599.1406

Santa Clara Valley Transportation Authority

408.321.2300

Solano Transportation Authority

707.424.6075

Sonoma County Transportation Authority

707.565.5373

State Agencies

California Air Resources Board

916.322.2990

California Highway Patrol, Golden Gate Division

707.917.4300

California State Transportation Agency

916.323.5400

California Transportation Commission

916.654.4245

Caltrans, District 4

510.286.4444

Federal Agencies

Environmental Protection Agency, Region 9

415.947.8000

Federal Highway Administration, California Division

916.498.5001

Federal Transit Administration, Region 9

415.734.9490



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