



TRANSPORTATION-AIR QUALITY CONFORMITY REPORT

MARCH 2026



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Plan Bay Area 2050+:

Transportation-Air Quality

Conformity Report

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Table of Contents

Executive Summary	1
Introduction	2
Regulatory Framework	3
Transportation Conformity	3
National Ambient Air Quality Standards	4
Regional Plans, Programs, and TCMs	8
Plan Bay Area 2050+	8
Transportation Improvement Program	8
Regionally Significant Projects.....	9
Transportation Control Measures	9
Modeling & Assumptions.....	11
Socioeconomic and Land Use Forecasts	11
Land Use and Travel Demand Modeling	11
Emissions Modeling.....	15
Conformity Demonstration.....	18
Conformity Tests and Budgets.....	18
Analysis Years Modeled	20
Regional Emissions Analysis.....	21
Ozone Precursors: VOC and NOx.....	21
Fine Particulate Matter (PM2.5)	22
Interagency Consultation & Public Involvement	24
Consultation Process Summary	24
Summary of Public Process.....	24
Conformity Findings.....	26
Appendix A: Glossary	A-1
Appendix B. Plan Bay Area 2050+ Forecasting and Modeling Report	B-1
Appendix C. Regionally Significant Projects	C-1
Appendix D. Projects in the 2025 TIP	D-1
Appendix E. Transportation Control Measures	E-1
Appendix F. Methodology for Bay Area Conformity Determinations	F-1

Appendix G. EMFAC Adjustment Factor Methodology and Correspondence..... G-1

Appendix H. Response to Public Comments H-1

Appendix I. MPO Air Quality Conformity ChecklistI-1

List of Tables

Table 1. Plan Bay Area 2050+ Regional Growth Forecast (1000s)	11
Table 2. Modeled Network Capacity	14
Table 3. Summary of Modeled Travel Activity – Bay Area Air Basin	16
Table 4. VOC and NOx Emissions Budgets from 2001 Ozone Attainment Plan (tons/day) .	19
Table 5. Emission Reductions for TCMs A – E from 2001 Ozone Attainment Plan (tons/day)	19
Table 6. Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day).....	21
Table 7. PM2.5 and NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day).....	22
Table 8. List of Commenters	25
Table 9. Planning Assumptions	1
Table 10. Original TCMs from 1982 Bay Area Air Quality Plan	2
Table 11. Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)	2
Table 12. New TCMs in 2001 Ozone Attainment Plan	3
Table 13. Implementation Status of Approved TCMs in 2001 Ozone Attainment Plan (A – E)	4

List of Figures

Figure 1: Map of Bay Area Transportation Conformity Area	7
Figure 2. Integrated Modeling Framework	14
Figure 3. Summary of Modeled Mode Share – All Trips.....	17
Figure 4: Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day).....	22
Figure 5. PM2.5 Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)	23
Figure 6. NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)	23

Executive Summary

This report presents the initial transportation conformity determination for the San Francisco Bay Area's long-range regional plan — Plan Bay Area 2050+ — and the Transportation Improvement Program (Amended 2025 TIP), prepared by the Metropolitan Transportation Commission (MTC). The analysis shows that the long-range regional plan and TIP meet all applicable air quality requirements under the federal Clean Air Act and U.S. Environmental Protection Agency (EPA) regulations.

Transportation conformity ensures that regional transportation activities do not interfere with efforts to meet or maintain the National Ambient Air Quality Standards. For MTC, transportation conformity applies to pollutants for which the Bay Area Air Basin is designated nonattainment — specifically, ground-level ozone and fine particulate matter (PM_{2.5}). This analysis evaluates emissions from implementation of the long-range regional plan and TIP, including implementation of all regionally significant and non-exempt transportation projects.

The analysis follows procedures established in the EPA-approved Bay Area transportation conformity State Implementation Plan (SIP) and was carried out in consultation with the Bay Area Air District, California Air Resources Board, Caltrans, EPA, Federal Highway Administration and Federal Transit Administration.

MTC developed the initial framework for this analysis in July 2023, using the latest planning assumptions and EPA-approved models to estimate future travel activity and vehicle emissions. Travel activity forecasts were generated in spring 2025 using MTC's Travel Model 1.6, and emissions were estimated in EMFAC2021 with EPA-approved adjustment factors in November 2025. For ozone, transportation conformity was tested using the emissions budget test based on the 2001 Ozone Attainment Plan. For PM_{2.5}, transportation conformity was tested using the baseline interim emissions test, comparing projected emissions to 2008 baseline levels.

Key Findings:

- **Ground-Level Ozone** — Modeled regional emissions of volatile organic compounds (VOC) and nitrogen oxides (NO_x), under summertime conditions, are below the SIP budgets for all analysis years (2030, 2040 and 2050).
- **PM_{2.5}** — Modeled regional emissions of direct PM_{2.5} and NO_x, under wintertime conditions, are below the 2008 baseline levels for all analysis years (2030, 2040 and 2050).

All Transportation Control Measure commitments in the 2001 Ozone Attainment Plan have been fully implemented, and this analysis reflects the most up-to-date data, models, and assumptions reviewed through interagency consultation.

Conclusion: Based on this analysis, Plan Bay Area 2050+ and the Amended 2025 TIP conform to the SIP. The Bay Area meets federal transportation conformity requirements for ozone and PM_{2.5}, confirming that regional transportation activities support both mobility and clean air goals.

Introduction

This report documents the transportation-air quality conformity analysis for the San Francisco Bay Area's long-range regional plan — Plan Bay Area 2050+ — and Transportation Improvement Program (Amended 2025 TIP). The analysis demonstrates that the Metropolitan Transportation Commission (MTC) meets all federal requirements under the Clean Air Act (CAA) and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Rule. Conformity ensures that implementing transportation strategies, projects and programs within a long-range regional plan and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

MTC prepared this transportation conformity determination in conjunction with the adoption of Plan Bay Area 2050+ and reaffirms conformity for the Amended 2025 TIP, which programs federally funded and regionally significant transportation projects, including those needing National Environmental Policy Act (NEPA) approvals.

MTC prepares and adopts the initial conformity determination in consultation with the Bay Area Air District, California Air Resources Board (CARB), California Department of Transportation (Caltrans), and federal partners including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and EPA. Following MTC action, FHWA and FTA — acting on behalf of the U.S. Department of Transportation (U.S. DOT) — review and issue the final federal transportation conformity determination. Only after this federal determination is issued may U.S. DOT fund, authorize or approve regionally significant or non-exempt transportation projects included in the long-range regional plan or TIP.

The most recent regional transportation conformity determination was issued jointly by FHWA and FTA on March 27, 2025, for the amended Plan Bay Area 2050 and 2025 TIP. Prior to this federal action, MTC approved the associated regional transportation conformity analysis, made an initial conformity determination (MTC Resolution No. 4665), and adopted the amended Plan Bay Area 2050 (MTC Resolution No. 4667).

Regulatory Framework

Transportation conformity is implemented through a coordinated federal, state and regional regulatory structure. This section outlines the key legal and procedural requirements governing transportation conformity in the Bay Area, including federal CAA provisions, EPA regulations, and state and regional conformity procedures adopted by MTC and its partner agencies.

Transportation Conformity

Transportation conformity is a federal CAA requirement that links transportation and air quality planning. It ensures that federal transportation plans, programs, and projects conform to the State Implementation Plan (SIP) for achieving and maintaining the NAAQS.

Conformity applies in areas designated by EPA as nonattainment, where air quality does not meet the NAAQS, or as maintenance areas, where air quality has improved but must continue to meet the standards. Within these areas, federally funded or approved transportation plans, programs and projects must be consistent with applicable SIP elements for the relevant pollutants.

A conformity determination is required at least once every four years, or whenever a Metropolitan Planning Organization (MPO), such as MTC, adopts a new long-range regional plan or TIP, or amends either in a way that adds or revises a regionally significant or non-exempt transportation project.

This conformity determination demonstrates that the implementation of the transportation strategies, projects and programs included in the long-range regional plan and TIP will not:

- Cause or contribute to new violations of air quality standards;
- Increase the frequency or severity of existing violations; or
- Delay timely attainment of the NAAQS.

This conformity determination follows the procedures and criteria established in:

- The Clean Air Act (as amended in 1990);
- The EPA Transportation Conformity Rule (40 CFR Part 93, Subpart A);
- The EPA-approved San Francisco Bay Area 2001 Ozone Attainment Plan (2001 Plan);
- The EPA-approved San Francisco Bay Area Transportation Air Quality Conformity Protocol (adopted under MTC Resolution No. 3757); and,
- Guidance from Caltrans, CARB, FHWA and FTA.

Bay Area Procedures and Governance

The San Francisco Bay Area Transportation Air Quality Conformity Protocol (“Conformity SIP”) establishes the procedures for implementing federal transportation conformity requirements under the CAA. First adopted in 1994 to comply with the 1990 CAA Amendments, the Conformity SIP defined the interagency consultation and conformity procedures to demonstrate conformance with the SIP.

The Conformity SIP has been periodically updated to reflect changes in federal and state requirements and to strengthen regional coordination. The most recent version — adopted jointly by MTC, Association of Bay Area Governments (ABAG), and the Bay Area Air District — was approved by EPA on December 28, 2023 (EPA–R09–OAR–2023–0203) and became effective on January 29, 2024.

Under the Conformity SIP, MTC must adhere to specific interagency consultation and conformity procedures to conduct regional emissions analyses and coordinate reviews with the Bay Area Air District, CARB, and federal partners (EPA, FHWA, and FTA). The Conformity SIP specifies agency roles and responsibilities, consultation and conflict-resolution processes, and requirements for timely implementation of Transportation Control Measures (TCMs). It also requires that conformity analyses use the latest planning assumptions and EPA-approved emissions models.

MTC may not adopt or approve any transportation plan, program or project that does not conform to the SIP:

- A plan refers to the long-range regional plan (Plan Bay Area 2050+).
- A program refers to the TIP (2025 TIP).
- A project includes all regionally significant projects, as well as any non-exempt highway or transit improvement requiring FHWA or FTA approval or funding.

National Ambient Air Quality Standards

One of the original goals of the CAA was to establish and achieve the NAAQS nationwide to protect public health from the effects of air pollution. EPA sets these standards for six principal (“criteria”) pollutants¹ that pose risks to human health and the environment:

- Ground-Level Ozone (O₃);
- Particulate Matter (PM_{2.5} and PM₁₀);
- Carbon Monoxide (CO);
- Nitrogen Oxides (NO_x);
- Lead (Pb); and
- Sulfur Oxides (SO_x).

EPA establishes exposure limits for each pollutant based on extensive, peer-reviewed scientific research, and periodically reviews and updates these standards. When new or revised standards are issued, EPA evaluates regional air quality monitoring data and designates whether each region meets, does not meet, or has previously violated and now meets the standard. Regions may be classified as:

- **Attainment or unclassifiable**, meaning they meet the standard;
- **Nonattainment**, meaning they do not meet the standard; or

¹ For information on each pollutant, see <https://www.epa.gov/criteria-air-pollutants/information-pollutant>

- **Maintenance**, meaning they previously violated a standard but now meet it and must ensure continued compliance.

Federal law requires areas designated nonattainment by EPA to prepare comprehensive plans describing how they will attain and maintain compliance with the applicable standard. These plans are known as SIPs. A SIP is not a single document, but rather a collection of regional and pollutant-specific plans that together form a comprehensive, statewide framework for air quality management.

Each SIP is tailored to address specific pollutants and air quality needs within a given region. While all SIPs rely on a combination of federal, state and local measures, the specific components — such as district rules, enforceable control measures, motor vehicle emissions budgets, or TCMs — are included only when necessary to demonstrate attainment or maintenance of a standard.

In California, CARB serves as the lead agency for the SIP. In the Bay Area, the Bay Area Air District, in coordination with MTC and ABAG, develops the regional SIP elements, which CARB then reviews, adopts and submits to EPA for approval.

Bay Area Air Pollutant Designations

Transportation conformity in the Bay Area applies to the geographic area designated by EPA as nonattainment or maintenance for one or more pollutants. This Bay Area Air District jurisdiction — referred to as the Bay Area Air Basin — includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo and Santa Clara Counties, as well as portions of Solano and Sonoma Counties, as shown in Figure 1. This conformity area differs slightly from the MTC regional planning area covered in the long-range regional plan and TIP, which includes the same nine counties in their entirety.

Within the Bay Area Air Basin, the EPA has made the following nonattainment designations for transportation-related pollutants, summarized in Table 1:

- **Ground-level Ozone**, Nonattainment under the 2008 and 2015 8-hour standards
- **Particulate Matter (PM_{2.5})**, Nonattainment under the 24-hour standard

Transportation conformity for carbon monoxide (CO) is no longer required in the Bay Area. The Bay Area Air Basin was redesignated to CO attainment effective April 9, 1998 (63 FR 16205), with an EPA-approved maintenance plan covering a 20-year period through June 1, 2018. The Bay Area maintained compliance with the 8-hour standard during that time, ending transportation conformity requirements.

Ozone (2008 and 2015, 8-Hour Standard)

EPA first established the 8-hour ground-level ozone standard in 1997 at 0.08 parts per million (ppm), replacing the previous 1-hour ozone standard. The Bay Area was designated nonattainment for the 1997 standard effective June 15, 2004 (69 FR 23858). EPA later strengthened the 8-hour standard to 0.075 ppm in 2008 and to 0.070 ppm in 2015 to provide greater public health protection. Based on recommendations from CARB, EPA finalized area designations for the 2015 standard on June 4, 2018, classifying the Bay Area Air Basin as marginal nonattainment, effective

August 3, 2018 (83 FR 25776). The Bay Area Air Basin remains **designated marginal nonattainment** for both the 2008 and 2015 8-hour ground-level ozone standards.

PM2.5 (2006, 24-Hour Standard)

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

On January 9, 2013, EPA determined that the Bay Area attains the 24-hour PM2.5 standard (78 FR 1760). This clean data determination suspended additional SIP planning requirements, such as the need for an attainment demonstration or new on-road motor vehicle emissions budgets, while the region continues to meet the standard. The Bay Area Air Basin remains formally designated **moderate nonattainment** for the 2006 24-hour PM2.5 standard until a redesignation request and maintenance plan are approved by EPA.

EPA revised the annual PM2.5 standard to $12.0 \mu\text{g}/\text{m}^3$ in 2012, for which the Bay Area Air Basin was designated unclassifiable/attainment, effective April 15, 2015 (80 FR 2206). In February 2024, EPA further strengthened the annual PM2.5 standard to $9.0 \mu\text{g}/\text{m}^3$ to enhance protection of public health; this progress was challenged in November 2025 when EPA filed a motion with the U.S. Court of Appeals to vacate the 2024 annual PM2.5 standard and revert to the 2012 annual standard of $12.0 \mu\text{g}/\text{m}^3$. If the 2024 rule stays in effect, area designations under the revised standard are expected in early 2026.

Figure 1: Map of Bay Area Transportation Conformity Area



Regional Plans, Programs, and TCMs

Transportation conformity applies to the long-range regional plan, TIP, and applicable TCMs in the SIP. The long-range regional plan, TIP and TCMs provide the basis for the emissions analysis and conformity determination.

Plan Bay Area 2050+

Plan Bay Area 2050+ is the Bay Area’s long-range regional plan, serving as the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), as required under federal and state law. It is anticipated to be adopted jointly by MTC and ABAG in early 2026. The plan presents an integrated strategy across four elements — transportation, housing, the economy, and the environment — outlining 35 coordinated strategies that provide a blueprint for accommodating future growth and making the Bay Area more equitable and resilient through 2050.

The Plan Bay Area 2050+ Transportation Element is organized around three themes and twelve strategies, through which transportation projects and programs are prioritized for implementation, consistent with the revenues identified in the plan’s transportation revenue forecast. The forecast includes both existing and new reasonably expected revenues from federal, state, regional and local sources through 2050.

The Plan Bay Area 2050+ Transportation Project List translates this long-range vision into a specific set of prioritized transportation investments expected to open by 2050. Project costs are shown in year-of-expenditure dollars and do not exceed the transportation revenue forecast. The list identifies projects and programs eligible to advance through funding and regulatory processes, including all regionally significant and non-exempt projects subject to transportation conformity.

As required by federal and state regulations, Plan Bay Area 2050+ covers a minimum 20-year planning horizon, is updated every four years, and demonstrates fiscal constraint. The plan also fulfills the requirements of California Senate Bill 375 (Steinberg, 2008) by integrating transportation and land use strategies to reduce greenhouse gas (GHG) emissions from cars and light-duty trucks, consistent with reduction targets established by CARB.

Transportation Improvement Program

The TIP is a four-year, fiscally constrained programming document that identifies near-term surface transportation investments in the San Francisco Bay Area. It includes projects that receive federal funds, require federal approvals, or are classified as regionally significant. The Amended 2025 TIP covers fiscal years 2024–25 through 2027–28 and primarily consists of projects carried forward from the Amended 2023 TIP. MTC approved the 2025 TIP and the Transportation–Air Quality Conformity Analysis for the 2025 TIP on September 25, 2024. The TIP has since been revised through subsequent amendments and administrative modifications in accordance with the relevant procedures (Amended 2025 TIP).

MTC prepares and adopts the TIP at least every four years, in coordination with Caltrans, local jurisdictions and transit operators. The TIP must demonstrate year-by-year financial constraint. It

must also be consistent with the adopted long-range regional plan and must conform to applicable air quality requirements.

Regionally Significant Projects

Under federal transportation conformity regulations, regionally significant and other non-exempt projects form the foundation of the regional emissions analysis. The Conformity SIP defines regionally significant projects as transportation projects — other than exempt projects — on facilities that serve regional transportation needs and would normally be represented in the regional travel demand model. This includes all principal arterial highways and fixed-guideway transit facilities that provide an alternative to regional highway travel. All regionally significant projects in the long-range regional plan and TIP are explicitly represented in Travel Model 1.6 (TM1.6) network assumptions used for this regional emissions analysis.

Projects are otherwise classified as exempt or non-exempt under 40 CFR §§93.126–93.128, depending on their potential to affect emissions or travel behavior. Fully exempt projects (§93.126) include maintenance, safety and operational improvements that do not increase transportation system capacity or alter traffic patterns. These projects are excluded from the regional emissions analysis and are not subject to interagency consultation or project-level conformity review, except for verification of their exemption status.

Projects listed under §93.127 are not fully exempt from transportation conformity requirements. These projects are exempt from the regional emissions analysis but still require project-level conformity review. As a result of the Bay Area’s PM_{2.5} nonattainment designation, these projects are evaluated through interagency consultation to determine whether they are a Project of Air Quality Concern (POAQC). Projects identified as POAQCs are required to undergo a project-level PM_{2.5} hot-spot analysis, consistent with EPA and FHWA guidance, to assess localized air quality impacts. See Appendix C and Appendix D for a list of regionally significant and non-exempt projects included in this analysis.

Transportation Control Measures

TCMs are strategies designed to reduce on-road motor vehicle emissions, playing a key role in helping regions meet and maintain federal air quality standards under the CAA. Once approved into the SIP, TCMs become enforceable commitments.

Regulatory Framework and MTC Responsibilities

Under federal transportation conformity regulations, MPOs like MTC are responsible for ensuring timely implementation of all TCM commitments in the SIP.

MTC’s transportation conformity determination must demonstrate that:

- All applicable TCMs are being implemented on schedule or have been completed;
- No TCM commitments have been delayed or withdrawn without appropriate substitution through the SIP process; and

- Progress on TCM implementation is tracked and documented as part of regional transportation conformity analyses and air quality reporting.

History of Bay Area TCMs

The Bay Area's TCM commitments have evolved through successive SIP revisions, reflecting long-standing efforts to reduce transportation-related emissions:

- 1982 Bay Area Air Quality Plan: Introduced 12 ozone-related TCMs.
- 1990 Federal Court Order: In response to a court order, MTC adopted 16 additional contingency TCMs to ensure reasonable further progress toward attainment.
- 1994 Ozone Maintenance Plan: Incorporated the contingency TCMs into the SIP.
- Carbon Monoxide Measures: Two additional TCMs addressed localized carbon monoxide concerns in downtown San José.
- 2001 Ozone Attainment Plan: Added five new measures (TCMs A–E), which were fully funded in the 2001 Regional Transportation Plan and TIP.
- EPA 2004 Finding of Attainment: Approved TCMs A–E into the SIP and confirmed that all 33 TCMs (1–28 and A–E) had been fully implemented.

Status of Bay Area TCMs

All TCMs included in the approved SIP have been implemented and remain enforceable under the federal CAA (69 FR 54006, September 7, 2004). MTC monitors and maintains these commitments through ongoing regional transportation planning and funding programs. MTC fulfills these responsibilities in coordination with the Bay Area Air District, ABAG and CARB.

See Appendix E for additional information on TCMs.

Modeling & Assumptions

This transportation conformity analysis is based on the latest available planning assumptions, using an integrated set of regional models to estimate future travel activity and mobile-source emissions. These methods reflect current forecasts for land use and population, updated transportation network assumptions, and the most recent emissions modeling tools approved for use in California. Model results have been analyzed for reasonableness and compared to historical trends.

Consistent with MTC’s established interagency consultation procedures, modeling assumptions, data inputs and methods were shared with the Air Quality Conformity Task Force for review and concurrence prior to finalizing this analysis.

Socioeconomic and Land Use Forecasts

The socioeconomic and land use assumptions used in this analysis are based on the regional growth forecast for Plan Bay Area 2050+, developed by MTC and ABAG.² These forecasts — summarized in Table 1 — provide projections of population, employment, households and housing units through 2050, serving as core inputs to the regional land use and travel models.

Table 1. Plan Bay Area 2050+ Regional Growth Forecast (1000s)

Forecast	2020	2025	2030	2035	2040	2045	2050	% Change 2020 to 2050
Population	7,749	7,723	8,048	8,476	8,903	9,266	9,586	24%
Employment	4,025	4,154	4,661	4,855	5,079	5,255	5,436	35%
Households	2,798	2,902	3,027	3,312	3,511	3,662	3,796	36%
Housing Units	2,875	3,018	3,187	3,486	3,696	3,855	3,996	39%

Land Use and Travel Demand Modeling

This analysis uses an integrated modeling framework composed of the regional land use model, Bay Area UrbanSim 2 (BAUS2), and regional activity-based travel model TM1.6. Together, these tools simulate how land development and travel activity would evolve over the plan horizon in

² ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast and which is carried forward into Plan Bay Area 2050+. The Plan Bay Area 2050+ Regional Growth Forecast was shared in draft form in November 2023 to the MTC and ABAG committees and was proposed to be carried forward into the Final Blueprint phase as the Final Regional Growth Forecast for Plan Bay Area 2050+. The final Regional Growth Forecast was approved as part of the Final Blueprint in 2025.

response to changes guided by the regional growth forecast and strategies adopted in Plan Bay Area 2050+. ³

Bay Area UrbanSim 2: Land Use Model

BAUS2 is a parcel-based land use model that simulates how development and redevelopment occur across the Bay Area. Built on a detailed base-year dataset of existing buildings, households, jobs and local land use policies, the model projects growth in five-year increments by adhering to the regional growth forecast of Plan Bay Area 2050+.

New households and jobs are allocated across the Bay Area through sub-models that account for market conditions and neighborhood characteristics. BAUS2 also integrates strategies from Plan Bay Area 2050+ — such as density and intensity changes — that shape the location and pattern of future development.

Every five years, model results are summarized at the level of Traffic Analysis Zones (TAZs), producing household and employment estimates that serve as essential inputs to the regional travel model.

Travel Model 1.6: Travel Model

TM1.6 is a regional, activity-based travel demand model used to simulate daily travel across the Bay Area. It forecasts how, when and where people travel by accounting for trip purpose, time of day, travel mode and destination. The model captures how travelers respond to regionally significant and other non-exempt transportation projects and policies, quantifying the collective impact of individual decisions on the Bay Area's transportation networks.

The modeling framework includes two primary tools: a population synthesizer and the travel model itself. The population synthesizer creates a synthetic population of individuals and households, assigning detailed characteristics to ensure realistic simulation of daily activities. These characteristics are calibrated at the TAZ level to align with Census data and land use forecasts. TM1.6 then uses this synthetic population to simulate weekday travel behavior under typical conditions: school in session, favorable weather and no major disruptions. The model represents aggregated behavior of vehicles and transit riders.

TM1.6 operates across 1,454 TAZs and uses household and job projections from BAUS2 to define trip origins and destinations. Zone-to-zone travel impedances — represented by travel time, distance and cost — influence travelers' mode and route choices. ⁴ As a result, the model is reasonably sensitive to changes in travel time, cost and other factors that affect travel behavior. ⁵

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

⁴ See Travel Model One documentation on [skims](#) for the measurements of time, distance and cost. See documentation on [model iterations](#) and [iteration steps](#) for more information on how skims affect mode choice, trip generation and trip assignment.

⁵ See Travel Mode One documentation on [the Utility Expression Calculator](#) and [detailed Utility Sheet](#) for definitions of the choice models. MTC staff also conducted travel model sensitivity tests as part of the Sustainable Communities Strategies during [Plan Bay Area 2050](#) and [Plan Bay Area 2050+](#).

The model's transportation networks incorporate regionally significant and other non-exempt projects in Plan Bay Area 2050+, along with other planned investments and policy strategies. Outputs include key travel activity metrics such as vehicle miles traveled (VMT) by speed bin, time of day and county. Results are input directly into EMFAC, California's emissions modeling tool, to estimate on-road motor vehicle emissions through the plan horizon year.

The travel model is regularly updated. The current analysis uses Travel Model 1.6 (version 1.6.1), released in May 2025, which is a minor update to Travel Model 1.5. While Travel Model 1.5 used 2015 as its base year and was calibrated and validated to 2015 conditions, Travel Model 1.6 updates the base year to 2023 to reflect post-COVID conditions and travel patterns.

Specifically, Travel Model 1.6 incorporates 2023 assumptions for land use, roadway networks (links and tolls), and transit networks (routes, frequencies and fares). It also introduced new model features to represent post-COVID work-from-home patterns and changes in mode preference and was calibrated and validated to 2023 conditions based on observed data from the Caltrans Performance Measurement System (PeMS) and the National Transit Database (NTD). These updates ensure that the travel model used in the conformity analysis is no more than 10 years old as of this conformity analysis and determination date. Additional details on data sources supporting the base-year model update are provided in Table 9, Planning Assumptions table in Appendix B.

Integrated Land Use and Travel Modeling

BAUS2 and TM1.6 are designed to work in tandem, exchanging information in an iterative feedback loop that links land use and transportation outcomes. TM1.6 provides BAUS2 with accessibility measures for future years, capturing how planned infrastructure investments and policy strategies affect the ease of travel for different locations in the Bay Area. These accessibility measures indirectly influence where new housing units are more likely to locate.

In turn, BAUS2 supplies TM1.6 with projected land use patterns, including the spatial distribution of households, jobs and other activities that define trip origins and destinations. This information, provided at the TAZ level, reflects how growth and redevelopment unfold over the plan horizon year.

By exchanging these inputs, the two models allow land use patterns to respond to changes in the transportation system, while travel forecasts account for evolving development patterns. This feedback loop captures the dynamic interplay between land use and transportation, ensuring that forecasts reflect both the potential for induced travel demand and the long-term impacts of policy decisions.

Figure 2. Integrated Modeling Framework



Modeled Network Capacity by Analysis Year

Regionally significant and other non-exempt projects from Plan Bay Area 2050+ and the Amended 2025 TIP are represented in Travel Model 1.6's transportation networks to reflect changes in system capacity over the plan horizon. These projects include capacity-enhancing investments such as new roadways, additional freeway lanes, express lanes or major transit expansions.

Projects are represented in the model networks based on their anticipated implementation, or open year. This phasing allows the model to represent the evolving transportation network at each analysis year and ensures that emissions estimates are based on facilities and services reasonably expected to be open at that time. The resulting network changes, in combination with changes in land use, directly influence travel forecasts and associated vehicle activity used in the regional emissions analysis.

Table 2 summarizes the changes in network capacity by analysis year.

Table 2. Modeled Network Capacity

Facility Type	2023	2030	2040	2050
Freeway Lane-Miles	5,057	5,173	5,187	5,190
Priced Freeway Lane-Miles	14%	20%	100%	100%
Freeway Ramp Lane-Miles	665	671	677	677
Expressway Lane-Miles	1,096	1,116	1,145	1,144
Arterial Lane-Miles	8,657	8,614	8,638	8,580
Collector Lane-Miles	5,508	5,507	5,519	5,519
Total Roadway Lane-Miles	20,983	21,082	21,165	21,110
Local Bus Seat-Miles	9,176,800	10,593,900	11,924,700	12,786,000
Express Bus Seat-Miles	1,456,700	1,872,200	2,624,700	2,890,600
Light Rail Seat-Miles	1,921,600	2,209,500	2,964,600	3,172,800
Heavy Rail Seat-Miles	12,522,900	20,214,300	21,113,900	21,199,200

Facility Type	2023	2030	2040	2050
Commuter Rail Seat-Miles	5,494,900	6,170,000	7,322,300	7,322,300
Ferry Seat-Miles	852,100	1,460,700	1,990,700	2,148,800
Total Transit Seat-Miles	31,425,000	42,520,500	47,940,900	49,519,800

Emissions Modeling

This transportation conformity analysis uses CARB’s Emission FACTors model (EMFAC2021 v1.0.2), approved by EPA on November 23, 2022 (87 FR 71576) for use in SIP development and transportation conformity analyses. Recent state and federal regulatory actions affect some of the assumptions embedded in EMFAC2021; therefore, this analysis incorporates CARB-developed and EPA-approved off-model adjustment factors to ensure emissions estimates reflect the most current federally approved methods.

EMFAC2021

EMFAC2021 is California’s official mobile-source emissions model, developed by CARB and approved by EPA for use in SIPs and transportation conformity analyses. It reflects California-specific vehicle fleet characteristics, emissions control programs and environmental conditions, and generates emissions for key pollutants and precursors. These include volatile organic compounds (VOC), reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), and fine particulate matter (PM2.5). This transportation conformity analysis focuses on VOC, NOx and PM2.5.

EMFAC2021 estimates emissions for all on-road vehicle classes — including light-and medium-duty passenger vehicles, medium- and heavy-duty trucks, buses, and motorcycles — operating under a range of speeds, roadway types and environmental conditions. The model incorporates the latest data on vehicle population, age distribution, travel activity, fuel properties, and inspection and maintenance programs, as well as the effects of adopted statewide emissions standards and control measures.

County-level vehicle activity estimates were developed using outputs from TM1.6. These daily VMT estimates, stratified by EMFAC-defined speed bin, serve as the primary input to EMFAC2021. Using these inputs, the model applies pollutant-specific emission rates by vehicle class, speed, fuel type, and seasonal condition to estimate total on-road emissions. In addition to VMT inputs, EMFAC2021 incorporates vehicle fleet mix and age distribution data from both Department of Motor Vehicles (DMV) registrations and EMFAC defaults, seasonal adjustment factors based on county-level meteorological profiles, and regulatory control programs finalized prior to 2020.

Off-Model Adjustment Factors

In June 2025, federal action under the Congressional Review Act (CRA) revoked several of CARB’s waivers under the CAA that allowed California to enforce stricter vehicle-emissions standards, including Advanced Clean Cars II, Advanced Clean Trucks (ACT), and heavy-duty “Omnibus”

regulations. Because some of these standards were embedded in EMFAC2021 assumptions, CARB developed off-model adjustment factors to remove the emission benefits attributed to ACT, Zero Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Omnibus regulations from EMFAC2021.

On November 24, 2025, EPA approved these off-model adjustment factors for use in SIP development and transportation conformity analyses. The November 2025 adjustment factors supersede interim off-model adjustment factors for EMFAC2021 approved by EPA in 2023, which accounted for the emission benefits of California’s heavy-duty Vehicle Inspection & Maintenance Program (the “HD I/M Program”).

The off-model adjustment factors are multipliers applied to emissions modeled by EMFAC2021. They affect emissions estimates for NOx (exhaust), PM2.5 (exhaust, brake wear, tire wear), PM10 (exhaust, brake wear, tire wear), and ROG (exhaust and evaporative), depending on the pollutant and source category.

For this analysis, EMFAC2021 outputs were adjusted using the EPA-approved November 2025 adjustment factors to reflect updated regulatory assumptions and ensure consistency with current federally approved methods. Model inputs included VMT by speed bin, time of day and county as generated by TM1.6. EMFAC2021 default values were used for fleet composition, vehicle age distribution and seasonal adjustments.

Travel Activity Inputs

Table 3, Summary of Modeled Travel Activity, summarizes select travel activity inputs supporting EMFAC2021 emissions modeling. Figure 3, Summary of Modeled Mode Share, illustrates mode share estimates by year for all trips regionwide.

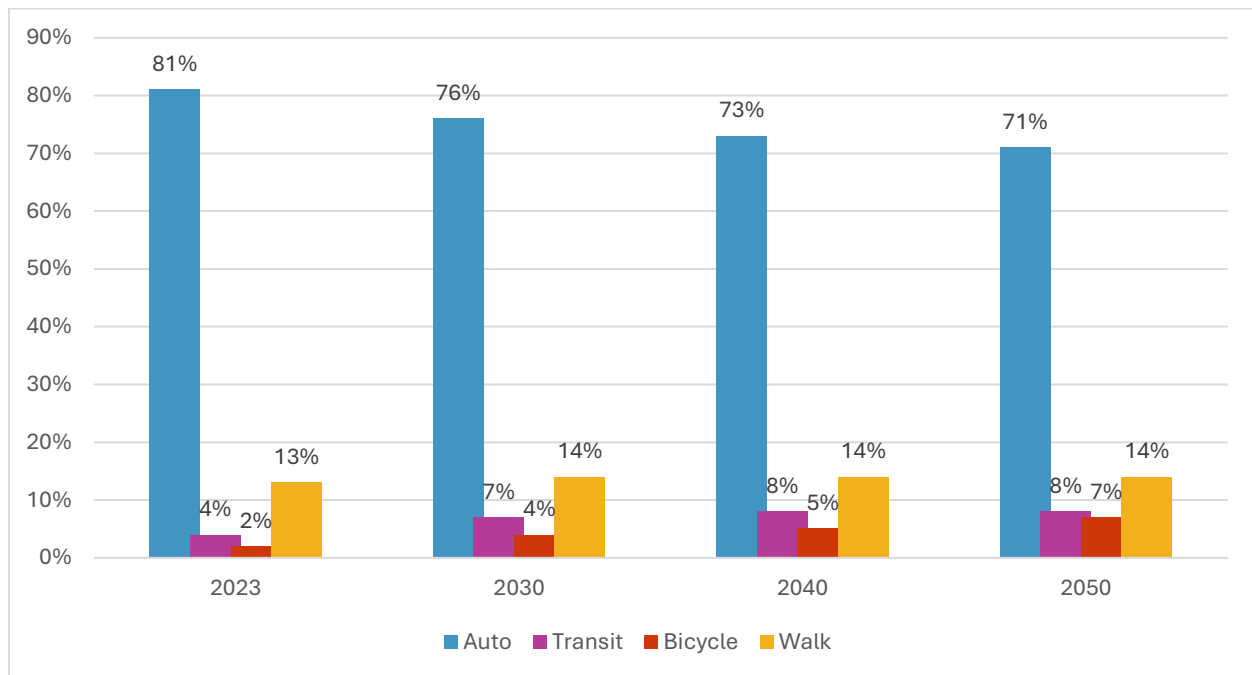
MTC staff determined that the results, summarized in Table 3 and Figure 3, are reasonable when compared with historical trends. The increase in daily VMT is associated primarily with population and employment growth. The relatively low transit mode share in 2023 is largely attributable to post-COVID work-from-home patterns and changes in travel behavior. Compared with pre-COVID conditions, more Bay Area workers are working remotely, and workers are less likely to use transit when commuting to work. In future years, transit and bicycle trips are expected to increase modestly, while auto trip share is expected to decline. Implementing Plan Bay Area 2050 transportation and land use strategies, including all regionally significant projects and other non-exempt projects from the Amended 2025 TIP, would account for the change.

Table 3. Summary of Modeled Travel Activity – Bay Area Air Basin

Travel Activity	2023	2030	2040	2050
Vehicles in Use	4,112,000	4,550,000	4,848,000	5,350,000
Daily Engine Starts	20,811,000	23,050,000	24,635,000	27,315,000
Daily VMT*	150,959,000	163,275,000	170,226,000	183,801,000

Note: includes VMT assigned to the travel model network and intrazonal VMT.

Figure 3. Summary of Modeled Mode Share – All Trips



Conformity Demonstration

This section outlines the conformity test procedures and analysis years used to demonstrate compliance with EPA's Transportation Conformity Rule.

Conformity Tests and Budgets

Under EPA's Transportation Conformity Rule, specific test procedures are used to demonstrate that long-range regional plans and TIPs meet applicable air quality requirements. The type of test applied depends on whether the SIP includes an EPA-approved motor vehicle emissions budget for the pollutant in question.

Two transportation conformity test types are used:

- **Budget Test:** Applied when an approved SIP establishes a motor vehicle emissions budget for a specific pollutant. Regional emissions from the long-range regional plan and the TIP must be less than or equal to the SIP budget for each analysis year.
- **Interim Emissions Test (Baseline):** Used when no approved emissions budget is available. Regional emissions from the "build" scenario (long-range regional plan and TIP) must not exceed emissions from a designated baseline.

For this transportation conformity analysis, the appropriate test for each pollutant was determined based on the availability of approved SIP on-road motor vehicle emissions budgets and applicable SIP provisions.

- **Ground-Level Ozone** was evaluated using the emissions budget test, based on the EPA-approved VOC and NOx budgets from the 2001 Ozone Attainment Plan.
- **PM_{2.5}** was evaluated using the interim emissions test, specifically the baseline year test, as no budgets have been approved. PM_{2.5} and NOx emissions were compared against 2008 baseline year emissions, as established through interagency consultation.

Ozone Budget Test

This conformity analysis uses the motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx)—the primary precursors to ground-level ozone—established in the San Francisco Bay Area 2001 Ozone Attainment Plan. The budgets, summarized in Table 4, remain in effect for transportation conformity under the 2008 and 2015 8-hour standards until superseded by EPA action. EPA found the budgets adequate on February 14, 2002, and formally approved them on April 22, 2004. They incorporate emission reductions from mobile-source control measures and the five TCMs committed by the 2001 Ozone Attainment Plan. The VOC and NOx budgets apply to all analysis years in this conformity determination.

Because the Bay Area is classified as a marginal nonattainment area, it is not required to prepare a new attainment demonstration or update its motor vehicle emissions budgets. As a result, ground-level ozone conformity continues to be demonstrated using the VOC and NOx budgets from the 2001 Ozone Attainment Plan (69 FR 54006, September 7, 2004).

For this analysis, transportation conformity is demonstrated if forecasted emissions of VOC and NOx from implementation of the long-range regional plan and TIP are less than or equal to the approved motor vehicle emissions budgets in each analysis year.

Table 4. VOC and NOx Emissions Budgets from 2001 Ozone Attainment Plan (tons/day)

Pollutant	2006 On-Road Motor Vehicle Emissions	2006 Mobile Source Control Measure Benefits	2006 TCM Benefits	On-Road Motor Vehicle Emissions Budget
VOC	168.5	(4.0)	(0.5)	164.0
NOx	271.0	n/a	(0.7)	270.3

A summary of the five 2001 Ozone Attainment Plan-committed TCMs and their contribution to ozone precursor emission reductions is provided in Table 5.

Table 5. Emission Reductions for TCMs A – E from 2001 Ozone Attainment Plan (tons/day)

TCM	VOC Emission Reductions through December 2006	NOx Emission Reductions through December 2006
TCM A: Regional Express Bus Program	0.20	0.20
TCM B: Bicycle/Pedestrian Program	0.04	0.03
TCM C: Transportation for Livable Communities	0.08	0.12
TCM D: Expansion of Freeway Service Patrol	0.10	0.25
TCM E: Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

PM2.5 Interim Emissions Test (Baseline Year Test)

Because no EPA-approved on-road motor vehicle emissions budget has been established for PM2.5, this conformity analysis applies the interim emissions test, using the baseline year test to demonstrate that regional on-road motor vehicle emissions remain at or below baseline-year levels.

Under this test, projected regional emissions from the long-range regional plan and TIP must be less than or equal to those from a designated baseline year. Through interagency consultation at the Air Quality Conformity Task Force on May 28, 2015, MTC, in coordination with partner agencies, selected 2008 as the baseline year, consistent with EPA guidance and the Bay Area's SIP development timeline for PM2.5.

For this analysis, transportation conformity is demonstrated if forecasted emissions of direct PM2.5 (from exhaust, brake wear, tire wear, and re-entrained road dust) and NOx (as a PM2.5 precursor) from implementation of the long-range regional plan and TIP are less than or equal to 2008 baseline levels in each analysis year.

Analysis Years Modeled

This transportation conformity analysis evaluates emissions for a set of analysis years selected in accordance with federal transportation conformity requirements. For this analysis, emissions were modeled for **2030, 2040** and **2050**.

The analysis includes all existing regionally significant highway and transit facilities and services, as well as other non-exempt projects, from the long-range regional plan and TIP. Projects expected to open between 2025 and 2030 are included in the 2030 analysis network; those anticipated between 2025 and 2040 are included in the 2040 network; and those expected between 2025 and 2050 are incorporated into the 2050 network.

Regional Emissions Analysis

This section presents modeled regional emissions for each pollutant subject to transportation conformity in the Bay Area. Results show that regional emissions for all analysis years (2030, 2040 and 2050) meet the applicable transportation conformity tests, demonstrating that Plan Bay Area 2050+ and the Amended 2025 TIP satisfy all federal transportation conformity requirements.

Ozone Precursors: VOC and NOx

Table 6 summarizes modeled on-road motor vehicle emissions of volatile organic compounds (VOC) and nitrogen oxides (NOx) for 2030, 2040 and 2050, compared against applicable motor vehicle emissions budgets established in the 2001 Ozone Attainment Plan. Emissions were modeled under summertime conditions, consistent with the SIP, which established summertime budgets for ozone precursors.

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

Year	VOC Budget ¹	Net VOC Emissions with CARB Adjustment Factors ²	Net VOC Emissions with TCM Reduction ^{3,4}
2030	164.0	23.0	22.5
2040	164.0	18.5	18.0
2050	164.0	18.1	17.6
Year	NOx Budget ¹	Net NOx Emissions with CARB Adjustment Factors ²	Net NOx Emissions with TCM Reduction ^{3,4}
2030	270.3	27.6	26.9
2040	270.3	24.4	23.7
2050	270.3	27.1	26.4

¹ 2001 Ozone Attainment Plan

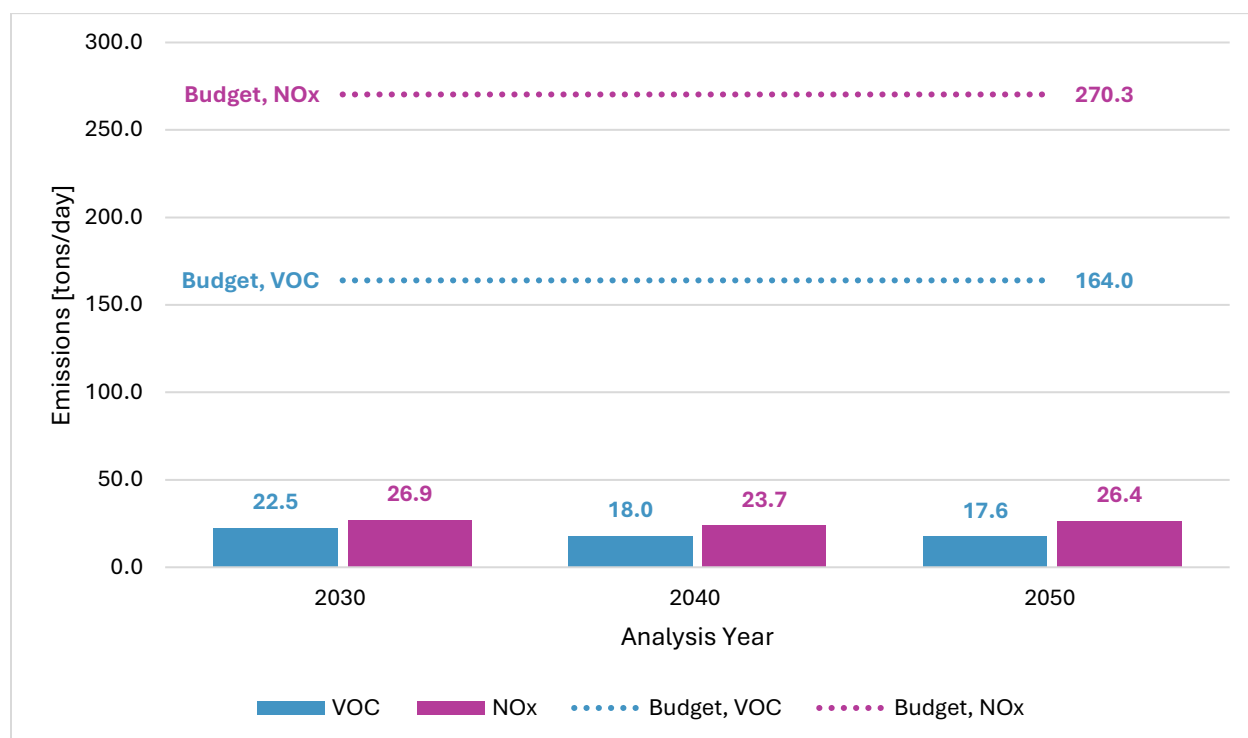
² CARB EMFAC2021 off-model adjustment factors applied to years 2030 through 2050 to remove the benefits of the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations.

³ The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the mobile-source VOC and NOx emission inventories for 2006 and beyond.

⁴ TCM Reduction Benefits of (0.5) tons/day of VOC and (0.7) tons/day of NOx applied to all mobile-source emission inventories in Table 4.

Figure 4 shows that projected emissions remain well below the approved SIP budgets in all analysis years.

Figure 4: Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day)



Conclusion: Projected ozone precursor emissions from Plan Bay Area 2050+ and the Amended 2025 TIP are below the applicable SIP motor vehicle emissions budgets for all analysis years. Therefore, **the Bay Area meets the federal transportation conformity requirements for ozone.**

Fine Particulate Matter (PM2.5)

Table 7 summarizes modeled on-road motor vehicle emissions of directly emitted PM2.5 (including exhaust, brake wear, tire wear and re-entrained road dust) and NOx (as a PM2.5 precursor) for 2030, 2040 and 2050, compared against 2008 baseline levels consistent with the Baseline Year Test. Emissions were modeled under wintertime conditions, consistent with EPA guidance and regional air quality modeling practices for particulate matter analyses.

Table 7. PM2.5 and NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)

	2008 Baseline Year	2030 ¹	2040 ¹	2050 ¹
PM2.5²	8.21	1.60 (3.86)	1.67 (4.24)	1.84 (4.69)
NOx	227.71	31.14	27.31	30.08

¹ CARB EMFAC2021 off-model adjustment factors applied to years 2030 through 2050 to remove benefits of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations.

² Reported PM2.5 emissions reflect exhaust, brake wear and tire wear. Parenthetical values also account for re-entrained road dust, which is provided for informational purposes only.

Figures 5 and 6 show that projected emissions of PM2.5 and NOx remain well below the 2008 baseline levels in all analysis years.

Figure 5. PM2.5 Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)

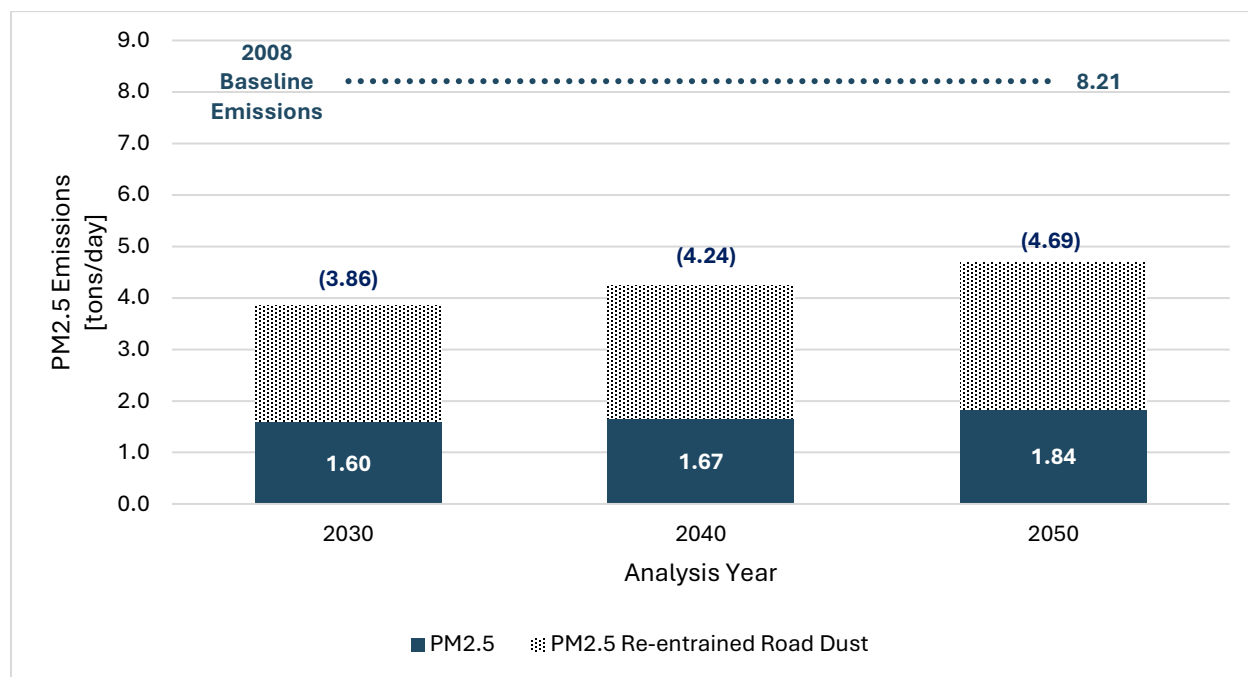
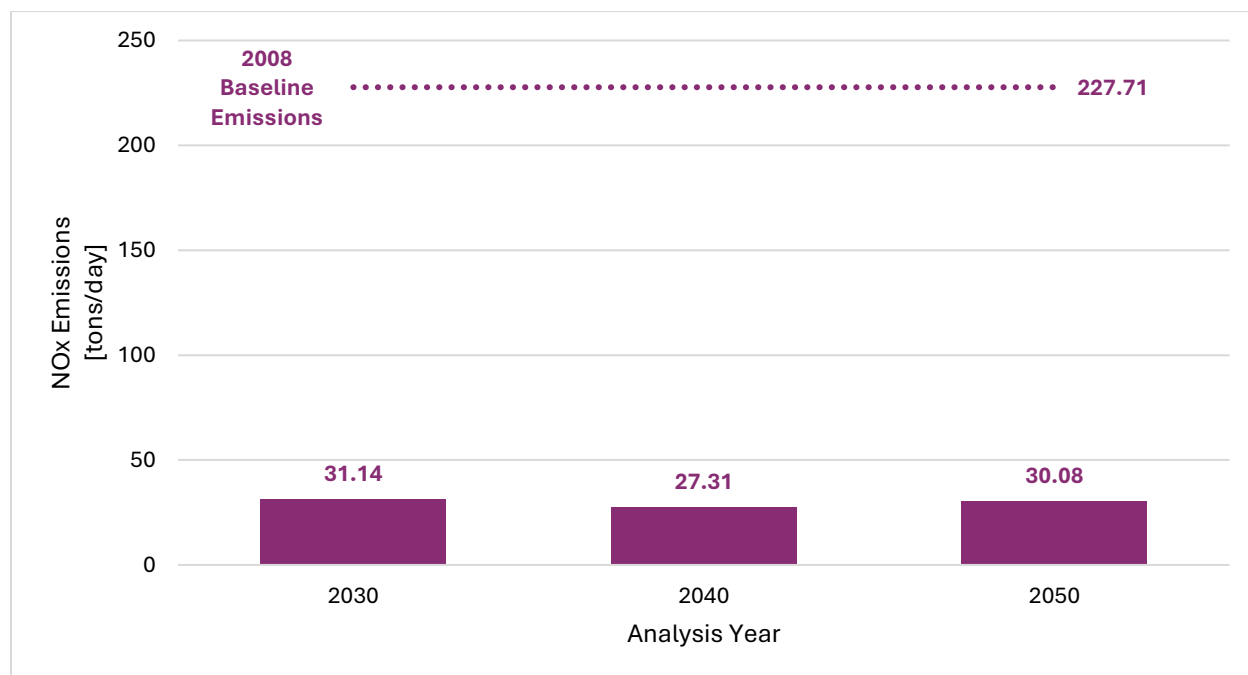


Figure 6. NOx Emissions Compared to 2008 Baseline – Wintertime Conditions (tons/day)



Conclusion: Projected PM2.5 and NOx emissions from Plan Bay Area 2050+ and the Amended 2025 TIP are below the 2008 baseline levels for all analysis years. Therefore, **the Bay Area meets the federal transportation conformity requirements for PM2.5.**

Interagency Consultation & Public Involvement

This transportation conformity determination was prepared in accordance with procedures established in the Bay Area Conformity SIP and satisfies all applicable federal and state requirements. It supports MTC's finding that Plan Bay Area 2050+ and the Amended 2025 TIP conform to applicable air quality plans. All required transportation conformity elements — including pollutant budgets, TCMs, implementation schedules and financial constraint — have been fully addressed.

All modeling assumptions used in this determination are consistent with Plan Bay Area 2050+ and the Amended 2025 TIP and were reviewed through the formal interagency consultation process. Participating agencies included MTC, Caltrans, CARB, the Bay Area Air District, EPA, FHWA and FTA.

Consultation Process Summary

Ongoing consultation with the Air Quality Conformity Task Force has been integral to preparing this transportation conformity analysis and is expected to continue through its completion. Task Force discussions have occurred and are anticipated to continue on the following meeting dates:

- **July 2023:** Proposed Plan Bay Area 2050+ overview and proposed schedule.
- **July 2025:** Discussion of proposed approach for the transportation conformity analysis.
- **October 2025:** Review of modeling assumptions, analytical approach, and draft analysis.
- **December 2025:** Review of updated modeling assumptions, analytical approach, and revised analysis.
- **January 2026:** Discussion of comments received on the draft transportation conformity analysis.
- **February 2026:** Review of final transportation conformity analysis and report.

Summary of Public Process

In accordance with MTC's adopted Public Participation Plan, a 30-day public review and comment period was conducted following the release of the Draft Transportation-Air Quality Conformity (AQC) Report, from December 22, 2025, through January 21, 2026. The public comment period was announced via email and noticed on the Plan Bay Area and MTC websites, and the draft conformity analysis was made available online at <https://planbayarea.org/draftplan>. During this period, stakeholders and members of the public had the opportunity to submit formal comments on the draft analysis via email and in writing.

MTC received five comment letters during the public comment period, which are included in Appendix H.

Table 8. List of Commenters

Letter No	Commenter	Date
1	Bill Mayben	December 22, 2025
2	Caltrans Air Quality Branch, Stephen Conteh	January 7, 2026
3	Peter Hensel	January 14, 2026
4	Jon Hamilton	January 14, 2026
5	Brian Swanson, AICP	January 19, 2026

Of the five comment letters received, one directly addressed the scope of the regional transportation conformity analysis and findings documented in the Draft Transportation–Air Quality Conformity (AQC) Report by requesting additional detail and transparency regarding the assumptions used in the analysis, as well as further documentation to demonstrate that the analysis and findings satisfy all applicable federal transportation conformity requirements. The remaining comments raised broader policy, planning or environmental concerns outside the scope of the federal transportation conformity determination (but addressed through other regional, state or local planning processes, as appropriate).

In response, refinements have been incorporated into the final report; however, these refinements did not result in any changes to the draft emissions analysis or the draft conformity findings. A complete summary of comments responses is provided in Appendix I.

Members of the public will have the opportunity to provide public comment at the March 13, 2026, MTC Planning Committee meeting and the March 25, 2026, MTC Commission meeting, prior to the Commission’s consideration of approval of the regional transportation conformity analysis and adoption of an initial conformity determination under MTC Resolution No. 4748

Conformity Findings

Based on the analysis documented in this report, MTC makes the following transportation conformity determination:

- This transportation conformity analysis was conducted in accordance with EPA's transportation conformity regulations and the San Francisco Bay Area Transportation Air Quality Conformity Protocol, adopted by MTC as Resolution No. 3757.
- Plan Bay Area 2050+ and the Amended 2025 TIP provide for implementation of all TCMs committed by the applicable SIP, consistent with 40 CFR 93.113(c). Specifically:
 - (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.
 - (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.
 - (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).
- For ground-level ozone precursors (VOC and NO_x), regional on-road motor vehicle emissions modeled under summertime conditions for Plan Bay Area 2050+ and the Amended 2025 TIP are lower than the applicable SIP motor vehicle emissions budgets for the 2008 and 2015 national 8-hour ozone standards in all analysis years (2030, 2040 and 2050).
- For fine particulate matter (PM_{2.5}) and its precursor NO_x, regional on-road motor vehicle emissions modeled under wintertime conditions for Plan Bay Area 2050+ and the Amended 2025 TIP are lower than the 2008 baseline year emissions in all analysis years (2030, 2040 and 2050).

Therefore, Plan Bay Area 2050+ and the Amended 2025 TIP are found to conform to the SIP and meet all federal transportation conformity requirements.

Appendix A: Glossary

Area Source: Small stationary and non-transportation pollution sources that are too small and/or numerous to be included as point sources but may collectively contribute significantly to air pollution (e.g., dry cleaners).

Attainment Area: An area considered to have air quality that meets or exceeds the U.S. EPA national ambient air quality standards, which EPA establishes according to the requirements of the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others. Nonattainment areas are areas designated by EPA as not meeting a standard for a pollutant.

Carbon Monoxide (CO): A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel.

Human activities: (e.g., transportation or industrial processes) are largely the source for CO contamination in ambient air.

Congestion Management and Air Quality Improvement (CMAQ) Program: A categorical funding program under the Federal-aid Highway Program. CMAQ directs funding to projects that contribute to meeting or maintaining national ambient air quality standards in nonattainment and maintenance areas. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

Emissions Inventory: A complete list of sources and amounts of pollutant emissions within a specific area and time interval.

Environmental Protection Agency (EPA): The Federal regulatory agency responsible for administering and enforcing Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Federal Highway Administration (FHWA): An agency of the U.S. Department of Transportation that provides financial and technical support for constructing, improving, and preserving America's highway system.

Federal Transit Administration (FTA): An agency of the U.S. Department of Transportation that provides stewardship of combined formula and discretionary programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.

High Occupancy Vehicles (HOVs): Generally applied to vehicles carrying two or more people; freeways, expressways, and other large volume roads may have lanes designated for use by carpools, vanpools, and buses. The term HOV is also sometimes used to refer to high-occupancy vehicle lanes themselves.

Highway: Term applies to roads, streets, and parkways, and also includes rights-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

Hydrocarbons (HC): Colorless gaseous compounds originating from evaporation and the incomplete combustion of fossil fuels.

Inspection and Maintenance Program (I/M): An emissions testing and inspection program implemented to ensure that the catalytic or other emissions control devices on in-use vehicles are properly maintained over time.

Land Use: Refers to the manner in which portions of land or the structures on them are used (i.e., commercial, residential, retail, industrial, etc.).

Lapse: Means that the transportation conformity determination for a metropolitan transportation plan or TIP has expired, and thus there is no currently conforming metropolitan transportation plan and TIP.

Maintenance Area: Any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan Transportation Plan: The official multimodal metropolitan transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process.

Metropolitan Transportation Plan/TIP Amendment: A revision to a metropolitan transportation plan or TIP that involves a major change to a project included in a metropolitan transportation plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a transportation conformity determination (for those involving “non-exempt” projects in nonattainment and maintenance areas).

Metropolitan Transportation Plan/TIP Update: Making current a metropolitan transportation plan or TIP through a comprehensive review. Updates require public review and comment, a 20-year horizon year for the metropolitan transportation plan, a four-year program period for TIPs, demonstration of fiscal constraint, and a transportation conformity determination (in nonattainment and maintenance areas).

Mobile Sources: Include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants are carbon monoxide, hydrocarbons or volatile organic compounds, nitrogen oxides, and particulate matter.

Mode: A form of transportation such as an automobile, bus, or bicycle.

Motor Vehicle Emissions Budget (MVEB): That portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS, for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions.

National Ambient Air Quality Standards (NAAQS): Those standards established pursuant to Section 109 of the CAA. Conformity applies in areas that are nonattainment or maintenance for one or more of the NAAQS of the transportation-related pollutants: ozone, carbon monoxide, nitrogen dioxide, and particulate matter.

National Environmental Policy Act (NEPA): The National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321 et seq.). It is the major legislation that requires Federal actions to address potential environmental impacts.

Nitrogen Oxides (NOx): A group of highly reactive gases that contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. NOx is formed when the oxygen and nitrogen in the air react with each other during combustion. The primary sources of nitrogen oxides are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels.

Nonattainment Area: Geographic region of the United States that the EPA has designated as not meeting the NAAQS.

Oxygenated Gasoline: Gasoline enriched with oxygen-bearing liquids to reduce CO production by permitting more complete combustion.

Ozone (O3): A pollutant that is not directly emitted from transportation sources. It is a secondary pollutant formed when HC and NOx combine in the presence of sunlight. Ozone is associated with smog or haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone produces an unhealthy environment in which to live. Ozone is created by human and natural sources.

Particulate Matter (PM, PM2.5, PM10): Any material that exists as solid or liquid in the atmosphere. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc. Particulate matter can be of such a small size that it cannot be filtered by the nose and lungs. PM10 is particulate matter that is less than 10 microns in size. PM2.5 is particulate matter that is less than 2.5 microns in size. A micron is one millionth of a meter.

Parts Per Million (PPM): A measure of air pollutant concentrations.

Public Participation: The active and meaningful involvement of the public in the development of metropolitan transportation plans and programs.

Public Transportation Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, urban transit, and paratransit.

Reformulated Gasoline (RFG): Gasoline specifically developed to reduce undesirable combustion products.

State Implementation Plan (SIP): The State air quality plan for meeting the National Ambient Air Quality Standards (“NAAQS” or “air quality standards”). It is a compilation of legally enforceable rules and regulations prepared by a State or local air quality agency and submitted by the State’s governor to EPA for approval. A SIP is designed to achieve better air quality by attaining, making progress toward attaining, or maintaining the NAAQS.

Stationary Source: Relatively large, fixed sources of emissions (e.g., chemical process industries, petroleum refining and petrochemical operations, or wood processing).

Telecommuting: The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (e.g., telephones, personal computers, modems, facsimile machines, electronic mail).

Transportation Conformity: Process to assess the compliance of any metropolitan transportation plan, program, or project with air quality implementation plans. The transportation conformity process is defined by the Clean Air Act and regulated by the transportation conformity rule.

Transportation Control Measures (TCMs): Any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in the CAA Section 176(c)(8), that is either one of the types listed in Section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of transportation conformity.

Transportation Improvement Program (TIP): A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 USC and Title 49 USC Chapter 53.

Vehicle Miles Traveled (VMT): The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOCs): VOCs come from vehicle exhaust, paint thinners, solvents, and other petroleum-based products. A number of exhaust VOCs are toxic, with the potential to cause cancer.

Source: FHWA 2017

Appendix B. Plan Bay Area 2050+ Forecasting and Modeling Report

Table 9 summarizes the key planning assumptions used in this regional transportation conformity analysis. Additional modeling details are included in the Plan Bay Area 2050+ Forecasting and Modeling Report. The full draft report can be accessed at the following link:

<https://planbayarea.org/digital-library/plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf>

Table 9. Planning Assumptions

Planning Assumptions	Data Source and Methodology
Land use assumptions (population, households, employment, housing)	Land use assumptions for the base year are based on observed data, including Census ACS and LEHD data, Employment Development Department (EDD) data and Bureau of Labor Statistics (BLS) data. Land use is modeled using the Bay Area UrbanSim 2 land use model (BAUS2). Land use assumptions for future analysis years are based on the regional growth forecast for Plan Bay Area 2050+, developed by MTC and ABAG and approved by the Commission and ABAG Executive Board as part of the Final Blueprint in 2025.
Transportation supply assumptions (roadway network, transit network, prices)	Transportation supply assumptions for 2023 reflect the infrastructure in place in 2023. Transportation is modeled using Travel Model 1.6.1. Transportation supply assumptions for future analysis years include the following components: - Projects that are under construction - Regionally significant projects and other non-exempt transportation projects in Plan Bay Area 2050+ and Amended 2025 TIP, such as transit service increases, express lane conversions, planned transit fare changes - Scheduled toll increases, such as bridge toll increases approved by the Bay Area Toll Authority (BATA) and Golden Gate Bridge Highway & Transportation District - Projected auto-operating costs, as developed in collaboration with California Air Resources Board (CARB)
Post-COVID travel behavior assumptions	Work-from-home assumptions are based on observed data from MTC's 2023 Bay Area Travel Study (2023 BATS) and U.S. Survey of Working Arrangements and Attitudes (SWAA). Post-COVID mode preference change assumptions are based on observed data from the National Transit Database for 2023 conditions. For future years, this analysis assumes that Plan Bay Area 2050+

Planning Assumptions	Data Source and Methodology
	strategies would affect the mode reference change, based on research conducted by Fehr & Peers. When developing these assumptions, observed data from Caltrans Performance Measurement System (PeMS) and the National Transit Database (NTD) was used to calibrate and validate TM1.6. For roadway conditions, PeMS traffic volume data from 2022, 2023 and 2024 from almost 1000 PeMS stations were utilized. For transit ridership, NTD ridership data from both 2015 and 2023 was used to measure the ridership change. These assumptions have been incorporated into the Technical Methodology document submitted to CARB in fall 2025.
EMFAC 2021 Model Assumptions	Modeled emissions are based on EMFAC 2021 v1.0.2, the latest emission inventory model that CARB developed to assess emissions from on-road motor vehicles, including cars, trucks and buses in California. This version of the model reflects CARB’s latest understanding of statewide and regional vehicle activities, emissions and regulations. EMFAC 2021 includes updates for: - Vehicle Technologies: Adds PHEVs and natural gas vehicles with real-world emission rates and activity; expands HD truck weight and vocation categories. - Emissions Coverage: Includes ammonia emissions; updates LD and HD exhaust, brake wear, motorcycle, evaporative, and CO₂ emission factors using new testing data. - Fleet & Activity Data: Updates vehicle populations and activity using recent DMV, IRP, CHP, NHTS-CA, major ports, and PEMS datasets. - Regulations & Policies: Incorporates major CARB and federal rules (HD Omnibus, ACT, ICT, HDVIP/PSIP, SAFE Rules, Clean Car agreements). CARB provided EPA-approved off-model adjustment factors to remove the benefits of several regulations in the EMFAC 2021 v1.0.2 baseline, including Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. These off-model adjustments are reflected in the regional emissions analysis.

Appendix C. Regionally Significant Projects

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T05-013		Next Generation Freeways Pricing Strategy Regional	This program includes funding to implement toll infrastructure, such as toll gantries, to collect per-mile tolls charged to vehicles on all Bay Area freeway corridors during peak periods on weekdays.	Regional		x	x
25-T05-015		Congestion Pricing & Mobility Improvements Treasure Island	This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering Treasure Island. Improvements include toll affordability programs; Muni bus frequency upgrades; free shuttles; a new ferry terminal; new ferry service between Treasure Island and the San Francisco Ferry Building (30 minute peak headways); and new AC Transit express bus service to Oakland (10 minute peak headways).	San Francisco		x	x
25-T05-016		Congestion Pricing & Mobility Improvements Downtown San Francisco	This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering downtown San Francisco. Improvements include toll affordability programs; street improvements to support transit operations and cycling and pedestrian safety; frequency improvements on various Muni/SamTrans routes; transit signal priority; and dedicated bus lanes.	San Francisco	x	x	x
25-T06-017		Bay Area Forward Program Regional	This program includes funding to implement initiatives to maximize the efficiency of freeway and arterial systems through active traffic demand management and multi-modal strategies. Improvements include implementation of toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors, arterial first and last mile solutions, and shared mobility pilot deployments.	Regional	x	x	x
25-T06-065	SR-85	Express Lane HOV Conversion SR-85 Between SR-87 and US-101 ("Phase 4")	This program includes funding to implement a new express lane through an HOV lane conversion on SR-85 between SR-87 and US-101.	Santa Clara	x	x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T07-074	I-680	Express Lane New Lane I-680 (NB) Between SR-84 and Alcosta Blvd	This program includes funding to implement express lanes through new lanes on northbound I-680 between SR-84 and Alcosta Blvd.	Alameda	x	x	x
25-T07-075	I-680	Express Lane HOV Conversion/New Lane I-680 (NB) Between Livorna Rd and Arthur Rd	This program includes funding to implement express lanes through a new lane on northbound I-680 between Livorna Rd and SR-242 and an HOV conversion on northbound I-680 between SR-242 and Arthur Rd. Improvements include extending an existing managed lane between Livorna Rd and SR-242; and operational and safety enhancements.	Contra Costa	x	x	x
25-T07-076	I-880	Auxiliary Lane New Lane I-880 Industrial Parkway Between Alameda Creek and Whipple Rd	This program includes funding to implement auxiliary lanes through new lanes on northbound I-880 between Industrial Pkwy and Alameda Creek, and southbound I-880 between Industrial Pkwy and Whipple Rd.	Alameda		x	x
25-T07-077	US-101	Express Lanes New Lane US-101 Between I-380 and the San Francisco County Line	This program includes funding to implement express lanes through new lanes on US-101 between I-380 and the San Francisco County line.	San Mateo	x	x	x
25-T07-078	US-101	Express Lanes HOV Conversion and New Lane US-101 Between SR-237 and South of I-880 ("Phase 5")	This program includes funding to implement express lanes on US-101 between SR-237 and south of I-880. Improvements include new express lanes through HOV conversions between SR-237 and the US-101/I-880 interchange; new express lanes through new lanes between Fair Oaks Ave and US-101/I-880 interchange; new auxiliary lanes through new lanes on US-101 between Great America Pkwy and Lawrence Expwy, and on- and off-ramp modifications.	Santa Clara	x	x	x
25-T07-079	US-101	Express Lanes HOV Conversion and New Lane US-101 Between I-880 and SR-85 ("Phase 6")	This program includes funding to implement dual express lanes on US-101 between I-880 and SR-85. Improvements include new express lanes through HOV conversions between I-880 and SR-85; and new express lanes through new lanes between I-880 and Blossom Hill Rd.	Santa Clara	x	x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T07-080	SR-4	Auxiliary Lane New Lane SR-4 (EB) Between Port Chicago Hwy and Willow Pass Rd	This program includes funding to implement auxiliary lanes through new lanes on eastbound SR-4 between Port Chicago Hwy and Willow Pass Rd. Improvements include a new auxiliary lane between the Port Chicago Hwy on-ramp and Willow Pass Rd off-ramp, a new auxiliary lane between Willow Pass Rd off-ramp and on-ramp, and a new exit lane at San Marcos Blvd off-ramp.	Contra Costa	x	x	x
25-T07-081	SR-4	Auxiliary Lane New Lane SR-4 (WB) Between Willow Pass Rd and Port Chicago Hwy	This program includes funding to implement auxiliary lanes through new lanes on westbound SR-4 between Willow Pass Rd and Port Chicago Hwy. Improvements include new auxiliary lanes between the Willow Pass Rd on-ramp and Port Chicago Hwy off-ramp, a new exit lane at Port Chicago Hwy off-ramp, and modification of a mandatory exit lane to an optional exit lane.	Contra Costa			x
25-T07-082	SR-17	Auxiliary Lane New Lane SR-17 Between Lark Ave and SR-9 ("SR-17 Corridor Congestion Relief Project")	This program includes funding to implement auxiliary lanes through new lanes on SR-17 in both directions between Lark Ave and SR-9. Improvements include off-ramp modifications, operational enhancements, such as ramp metering and information technology systems (ITS).	Santa Clara	x	x	x
25-T07-083	SR-37	HOV Lane, Tolling and Express Bus New Lane SR-37 Between SR-121 and Mare Island ("Interim Project")	This program includes funding to implement HOV lanes through new lanes on SR-37 between SR-121 and Mare Island. Improvements include tolling infrastructure and new express bus service.	Marin, Napa, Solano, Sonoma	x	x	x
25-T08-095	Principal Arterial	Roadway Widening Tassajara Rd Between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr	This program includes funding to implement roadway widening on Tassajara Rd between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr. Improvements include widening the existing roadway from two to four lanes and new bicycle and/or pedestrian facilities.	Alameda	x	x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T08-096	Principal Arterial	Roadway Extension Dublin Blvd-N Canyons Pkwy Between Fallon Rd and Doolan Rd	This program includes funding to implement a roadway extension on Dublin Blvd-N Canyons Pkwy between Fallon Rd and Doolan Rd. Improvements include a six-lane extension between Fallon Rd and Croak Rd; a four-lane extension between Croak Rd and Doolan Rd; and bicycle and/or pedestrian facilities.	Alameda		x	x
25-T08-097	Principal Arterial	Roadway Widening and Extension Quarry Lakes Pkwy Between Paseo Padre Pkwy and SR-238 (Mission Blvd)	This program includes funding to implement roadway widening and extension on Quarry Lakes Pkwy between Paseo Padre Pkwy and SR-238 (Mission Blvd). Improvements include widening Decoto Rd; a new four-lane roadway between Paseo Padre Pkwy and SR-238; and bicycle and/or pedestrian enhancements.	Alameda		x	x
25-T08-098	Principal Arterial	Roadway Extension El Charro Rd Between Stoneridge Dr and Stanley Blvd	This program includes funding to implement a roadway extension on El Charro Rd between Stoneridge Dr and Stanley Blvd. Improvements include extending the four-lane roadway.	Alameda			
25-T08-099	Principal Arterial	Roadway Improvements Grand Ave Between MacArthur Blvd and Mandela Pkwy	This program includes funding to implement roadway improvements on Grand Ave between MacArthur Blvd and Mandela Pkwy. Improvements include transit priority infrastructure, a road diet, and new bicycle and/or pedestrian facilities.	Alameda		x	x
25-T08-100	Principal Arterial	Roadway Widening Auto Mall Pkwy Between Fremont Blvd and I-680	This program includes funding to implement roadway widening on Auto Mall Pkwy between Fremont Blvd and I-680. Improvements include widening the existing roadway from four to six lanes.	Alameda		x	x
25-T08-101	Principal Arterial	Roadway Widening Brentwood Blvd, Phase 1 Between Homecoming Wy and Lone Tree Wy	This program includes funding to implement roadway widening on Brentwood Blvd between Homecoming Wy and Lone Tree Wy. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.	Contra Costa	x	x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T08-102	Principal Arterial	Roadway Widening Brentwood Blvd, Phase 2 Between Havenwood Ave and Homecoming Wy	This program includes funding to implement roadway widening on Brentwood Blvd between Havenwood Ave and Homecoming Wy. Improvements include widening the existing roadway from two to four lanes; a new parallel bridge over Marsh Creek; bicycle and/or pedestrian enhancements; and other roadway improvements, such as traffic signal modifications.	Contra Costa	x	x	x
25-T08-103	Principal Arterial	Roadway Widening Crow Canyon Rd Between Alcosta Blvd and Indian Rice Rd	This program includes funding to implement roadway widening on Crow Canyon Rd between Alcosta Blvd and Indian Rice Rd. Improvements include widening the existing roadway from four to six lanes, and bicycle and/or pedestrian enhancements.	Contra Costa	x	x	x
25-T08-104	Principal Arterial	Roadway Widening Lone Tree Wy Between O'Hara Ave and Brentwood Blvd	This program includes funding to implement roadway widening on Lone Tree Wy between O'Hara Ave and Brentwood Blvd. Improvements include widening the existing roadway from two to four lanes.	Contra Costa		x	x
25-T08-105	Principal Arterial	Roadway Extension New Connector Road Between Vasco Rd and Byron Hwy ("Vasco Road-Byron Connector")	This program includes funding to implement a roadway extension between Vasco Road south of Camino Diablo and Byron Hwy east of the Byron Airport. Improvements include extending a new two-lane highway and bicycle and/or pedestrian enhancements on Camino Diablo, Walnut Blvd, Concord Ave, Byron Hwy, and the Armstrong Rd extension.	Contra Costa		x	x
25-T08-106	Principal Arterial	Roadway Widening Camino Tassajara Rd Between Windemere Pkwy and the Alameda County Line	This program includes funding to implement roadway widening on Camino Tassajara Rd between Windemere Pkwy and the Alameda County Line. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.	Contra Costa		x	x
25-T08-107	Principal Arterial	Roadway Widening Pittsburg-Antioch Hwy Between Auto Center Dr and Loveridge Rd	This program includes funding to implement roadway widening on Pittsburg-Antioch Hwy between Auto Center Dr and Loveridge Rd. Improvements include widening the existing roadway from two to four lanes, and new turning lanes.	Contra Costa		x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T08-108	Principal Arterial	Roadway Extension West Leland Rd, Phase 1b Between Santa Teresa Dr and the Concord City Limits	This program includes funding to implement a roadway extension on West Leland Rd between Santa Teresa Dr and Concord City Limits. Improvements include extending the four-lane roadway and bicycle and/or pedestrian enhancements.	Contra Costa		x	x
25-T08-109	Principal Arterial	Roadway Widening Willow Pass Rd Between Lynwood Dr and SR-4	This program includes funding to implement roadway widening on Willow Pass Rd between Lynwood Dr and SR-4. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.	Contra Costa		x	x
25-T08-110	Principal Arterial	Roadway Improvements SR-29 SR-12/SR-121	This program includes funding to implement roadway improvements on SR-29 at SR-12/SR-121. Improvements include intersection enhancements and operational enhancements.	Napa			
25-T08-111	Principal Arterial	Roadway Improvements Soscol Ave Between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd	This program includes funding to implement roadway improvements on Soscol Ave between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd. Improvements include operational and bicycle and/or pedestrian enhancements.	Napa		x	x
25-T08-112	Principal Arterial	Roadway Improvements SR-29 Airport Blvd	This program includes funding to implement roadway improvements on SR-29 at Airport Blvd. Improvements include reconstructing the intersection to a grade-separated, double roundabout "dogbone" interchange.	Napa		x	x
25-T08-113	Principal Arterial	Roadway Improvements SR-29 Between Napa Junction Rd and American Canyon Rd	This program includes funding to implement roadway improvements on SR-29 between Napa Junction Rd and American Canyon Rd. Improvements include intersection enhancements, and operational and multimodal enhancements.	Napa			
25-T08-114	Principal Arterial	Roadway Improvements Montague Expwy McCarthy Blvd/O'Toole Ave	This program includes funding to implement roadway improvements on Montague Expwy at McCarthy Blvd/O'Toole Ave. Improvements include grade separations.	Santa Clara			

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T08-115	Principal Arterial	Roadway Widening Calaveras Blvd Between Abel St and Milpitas Blvd	This program includes funding to implement roadway widening on Calaveras Blvd at Union Pacific RR. Improvements include widening the Calaveras Blvd (SR-237) overpass at the Union Pacific RR tracks from four to six lanes between Abel St and Town Center Blvd.	Santa Clara		x	x
25-T08-116	Principal Arterial	Roadway Widening Montague Expwy Between Great Mall and McCarthy Blvd/O'Toole Ave	This program includes funding to implement roadway widening on Montague Expwy between Great Mall and McCarthy Blvd/O'Toole Ave. Improvements include widening the existing roadway from six to eight lanes, and new HOV lanes between Trade Zone Blvd and Great Mall Blvd.	Santa Clara	x	x	x
25-T08-117	Principal Arterial	Roadway Widening Brokaw Bridge Coyote Creek	This program includes funding to implement roadway widening on Brokaw Bridge at Coyote Creek. Improvements include widening the existing roadway to six lanes with a new westbound lane on Brokaw Rd.	Santa Clara		x	x
25-T08-118	Principal Arterial	Roadway Widening Oakland Rd Between US-101 and Montague Expwy	This program includes funding to implement roadway widening on Oakland Rd between US-101 and Montague Expwy. Improvements include widening the existing roadway from four to six lanes and operational enhancements.	Santa Clara		x	x
25-T08-119	Principal Arterial	Roadway Improvements Almaden Expwy Branham Ln ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on Almaden Expwy at Branham Ln. Improvements include extending the existing southbound lane to Branham Ln.	Santa Clara		x	x
25-T08-120	Principal Arterial	Roadway Improvements Almaden Expwy SR-85 ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on SR-85 at Almaden Expwy.	Santa Clara		x	x
25-T08-121	Principal Arterial	Roadway Improvements Foothill Expwy Between I-280 and Homestead Rd ("Envision Expressway, Tier 1")	This program includes funding to implement interchange improvements at Foothill Expwy between I-280 and Homestead Rd. Improvements include extending Stevens Creek Trail, new auxiliary lanes, and operational improvements.	Santa Clara		x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T08-122	Principal Arterial	Roadway Improvements Lawrence Expwy Homestead Rd ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on Lawrence Expwy at Homestead Rd.	Santa Clara		x	x
25-T08-123	Principal Arterial	Roadway Improvements Oregon-Page Mill Rd I-280 ("Envision Expressway, Tier 1")	This program includes funding to implement interchange improvements on Oregon-Page Mill Rd at I-280. Improvements include interchange improvements and bicycle and/or pedestrian enhancements.	Santa Clara		x	x
25-T08-124	Principal Arterial	Roadway Improvements San Tomas Expwy SR-17 ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on San Tomas Expwy at SR-17. Improvements include operational enhancements, such as signalized ramps and lane reconfigurations, on the northbound off-ramp.	Santa Clara		x	x
25-T08-125	Principal Arterial	Roadway Widening Capitol Expwy Between I-680 and Capitol Ave ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and interchange modification on Capitol Expwy between I-680 and Capitol Ave. Improvements include widening the existing roadway from six to eight lanes, interchange improvements, and bicycle and/or pedestrian enhancements.	Santa Clara		x	x
25-T08-126	Principal Arterial	Roadway Widening Oregon-Page Mill Rd Between I-280 and Foothill Expwy ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and trail extension on Oregon-Page Mill Expwy between I-280 and Foothill Expwy. Improvements include widening the existing roadway from four to six lanes with a possible HOV lane, intersection improvements, and bicycle and/or pedestrian enhancements.	Santa Clara		x	x
25-T08-127	Principal Arterial	Roadway Widening San Tomas Expwy Between Homestead Rd and Stevens Creek ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and trail extension at San Tomas Expwy between Homestead Rd and Stevens Creek. Improvements include widening the existing roadway from 6 to 8 lanes, extending San Tomas Aquino Spur Trails, and pedestrian enhancements.	Santa Clara		x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T08-128	Principal Arterial	Roadway Widening Santa Teresa-Hale Corridor Between Long Meadow Dr and Fitzgerald Ave ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and trail extension on Santa Teresa Blvd between Long Meadow and Fitzgerald. Improvements include widening the existing roadway from two to four lanes.	Santa Clara		x	x
25-T08-129	Principal Arterial	Roadway Widening Jepson Pkwy-Leisure Town Rd, Phase 1B, 1C Between Elmira Rd and Horse Creek Bridge	This program includes funding to implement roadway widening on Jepson Pkwy-Leisure Town Rd between Elmira Rd and Sequoia Dr and Horse Creek Bridge. Improvements include widening the existing roadway from two to four lanes between Elmira Rd and Sequoia Dr and between Sequoia Dr and Horse Creek Bridge; and safety and bicycle and/or pedestrian enhancements.	Solano	x	x	x
25-T08-130	Principal Arterial	Roadway Extension Jepson Pkwy-Walters Rd Between Cement Hill Rd and Huntington Dr	This program includes funding to implement a roadway extension on Walters Rd between Cement Hill Rd and Huntington Dr. Improvements include extending the four-lane roadway and a grade separated overpass.	Solano	x	x	x
25-T08-131	Principal Arterial	Roadway Widening Jepson Pkwy-Vanden Rd, Phase 2B, 2C Between Canon Rd and Vacaville City Limits	This program includes funding to implement roadway widening on Vanden Road between Canon Rd and the Fairfield/Vacaville city limit. Improvements include widening Vanden Rd from two to four lanes.	Solano		x	x
25-T08-132	Principal Arterial	Roadway Widening Peabody Rd Between Vacaville and Fairfield	This program includes funding to implement roadway widening on Peabody Rd between Vacaville and Fairfield. Improvements include widening the existing roadway to two lanes in each direction, and bicycle and/or pedestrian enhancements.	Solano		x	x
25-T08-133	Principal Arterial	Roadway Extension Caulfield Ln Between Bautista Wy and Crystal Ln ("Caulfield Bridge Crosstown Connector")	This program includes funding to implement a roadway extension on Caulfield Ln between Bautista Wy and Crystal Ln/Petaluma Blvd S. Improvements include extending the two-lane roadway and bicycle and/or pedestrian enhancements.	Sonoma		x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T11-139	Bus	Rapid Bus Modernization AC Transit E 14th St/Mission St/Fremont Blvd Between San Leandro and Warm Springs	This program includes funding to implement improvements to existing bus service along E 14th St/Mission St/Fremont Blvd between San Leandro and Fremont, including dedicated lanes, mobility hubs at BART stations, and frequency upgrades (10-20 minute peak headways on routes 10 and 99).	Alameda			x
25-T11-141	Bus	Rapid Bus Modernization AC Transit	This program includes funding to implement improvements to existing bus service in Alameda County. Improvements include dedicated lanes, new/improved transit signal priority (including on-street and on-bus equipment), queue jumps, improved stop infrastructure, and frequency upgrades (5-12 minute peak headways on routes 6, 18, 20, 21, 40, 57, 97 and NL).	Alameda	x	x	x
25-T11-143	Bus	Rapid Bus Modernization AC Transit San Pablo Ave	This program includes funding to implement improvements to existing bus service along San Pablo Ave between Oakland and Richmond. Improvements include dedicated lanes, improved stop infrastructure, merging of local/rapid stops, and frequency upgrades (5 minute peak headways on route 72).	Alameda, Contra Costa		x	x
25-T11-147	Bus	Rapid Bus Modernization AC Transit 23rd St	This program includes funding to implement new bus rapid transit service along 23rd St between Richmond and Hercules, including dedicated lanes, transit signal priority, queue jumps, improved stop infrastructure, and new rolling stock (10 minute peak headways).	Contra Costa		x	x
25-T11-148	Bus	Rapid Bus Service Expansion Contra Costa Co Between Antioch and Brentwood	This program includes funding to implement new bus service, assumed to be operated by Tri-Delta Transit, along SR-4 between Antioch and Brentwood, including dedicated lanes and park-and-ride facilities (20 minute peak headways).	Contra Costa		x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T11-150	Bus	Ferry and Express Bus Service Expansion GGT	This program includes funding to implement new ferry service between Larkspur and San Francisco (Mission Bay) (30 minute peak headways); new express bus service from Greenbrae and Petaluma to San Francisco and between San Rafael and El Cerrito (30-40 minute peak headways); improvements to existing ferry service between Larkspur and San Francisco (Ferry Building), including frequency upgrades (20 minute peak headways); and improvements to existing express bus service along US-101 and I-580, including frequency upgrades (20-30 minute peak headways on routes 101, 114, 132, 154, and 580).	Marin, San Francisco	x	x	x
25-T11-155	Bus	Rapid Bus Modernization SFMTA Geneva Ave/Harney Wy	This program includes funding to implement improvements to existing bus service along Geneva Avenue/Harney Way in San Francisco. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and frequency upgrades (5-7.5 minute peak headways on routes 29, 44, and HPX).	San Francisco			x
25-T11-156	Bus	Rapid Bus Modernization SamTrans El Camino Real	This program includes funding to implement improvements to existing bus service along El Camino Real between Daly City and the San Mateo/Santa Clara County line. Improvements include dedicated lanes (45% of route), transit priority infrastructure, transit signal priority, and frequency (7.5 minute peak headways on route ECR).	San Mateo			x
25-T11-157	Bus	Express Bus Modernization VTA SR-85	This program includes funding to implement improvements to express bus service along SR-85 between Mountain View and San Jose. Improvements include dedicated transit lanes and four stations.	Santa Clara	x	x	x
25-T11-158	Bus	Rapid Bus Modernization VTA El Camino Real	This program includes funding to implement improvements to existing bus service along El Camino Real between Palo Alto and San Jose. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and new rolling stock.	Santa Clara		x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T11-164	Ferry	Ferry Service Expansion WETA Berkeley-San Francisco	This program includes funding to implement new ferry service between San Francisco (Ferry Building) and Berkeley, including a new terminal in Berkeley (30 minute peak headways).	Alameda, San Francisco	x	x	x
25-T11-165	Ferry	Ferry Service Expansion WETA Oakland-Redwood City	This program includes funding to implement new ferry service between Oakland and Redwood City, including a new terminal in Redwood City (60 minute peak headways).	Alameda, San Mateo			x
25-T11-166	Ferry	Ferry Service Frequency Upgrades WETA	This program includes funding to implement improvements to existing ferry service from San Francisco (Ferry Building) to Oakland, Alameda (Main Street), Alameda (Harbor Bay), Alameda (Seaplane Lagoon), Vallejo, Richmond, and South San Francisco. Improvements include ZEV conversion and frequency upgrades (20-30 minute peak headways).	Regional	x	x	x
25-T11-167	Rail	Rail Service Expansion BART Irvington Station	This program includes funding to implement a new BART infill rail station in Fremont (Irvington). Improvements include park-and-ride facilities and changes to existing AC Transit bus service (routes 212 and 215 replaced by flex service; frequency upgrade to 20 minute headways on route 210).	Alameda			x
25-T11-168	Rail	Rail Service Expansion Capitol Corridor to Coast Subdivision ("South Bay Connect")	This program includes funding to implement improvements to existing Capitol Corridor rail service between Oakland and Newark. Improvements include relocation of rail service between Oakland Coliseum and Newark from the Niles Subdivision to the Coast Subdivision, one new rail station, one new in-line intermodal bus facility, and enhanced park-and-ride facilities.	Alameda	x	x	x
25-T11-169	Rail	Rail Service Expansion ACE System	This program includes funding to implement new ACE intercity rail service between Merced and San Jose (1 daily round trip) and from Chico and Merced to Union City (3 daily round trips), including a new station in Union City.	Alameda, Santa Clara	x	x	x

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T11-170	Rail	Rail Service Expansion Capitol Corridor Hercules Station ("Hercules Hub")	This program includes funding to implement a new Capitol Corridor infill rail station in Hercules, including bus connections and roadway and trail extensions.	Contra Costa	x	x	x
25-T11-171	Rail	Rail Service Expansion Caltrain Bayview Station	This program includes funding to implement a new Caltrain infill rail station in San Francisco (Bayview), with the station location to be determined through an ongoing location study.	San Francisco	x	x	x
25-T11-172	Rail	Light Rail Modernization Muni Metro	This program includes funding to implement improvements to existing Muni light rail service in San Francisco. Improvements include reliability improvements in the Market Street Subway; infrastructure and rail signaling upgrades; removal of stop signs and signalization at intersections; transit signal priority; routing changes; and frequency upgrades (6 minute peak headways on routes J, K, L, M, N, and T).	San Francisco		x	x
25-T11-173	Rail	Rail Service Frequency Upgrades BART System ("Core Capacity")	This program includes funding to implement improvements to existing BART rail service. Improvements include frequency upgrades (12 minute peak headways on all lines).	Regional	x	x	x
25-T11-174	Rail	Grade Separations and Modernization Regional	This program includes funding to implement grade separation improvements along passenger rail corridors throughout the region, including the Caltrain/High-Speed Rail Corridor. Improvements include grade separations funded by Santa Clara County's Measure B and San Mateo County's Measure A, as well as future grade separations and other modernization improvements within the Bay Area's urban core that serve the dual purpose of connecting High Speed Rail to the Bay Area and improving the Caltrain system.	Regional			

RTPID	State Route/ Facility	Title	Scope	Location	2030	2040	2050
25-T11-175	Rail	Rail Service Frequency Upgrades Caltrain Systemwide	This program includes funding to implement improvements to existing Caltrain rail service between San Francisco and San Jose. Improvements include frequency upgrades to be implemented in Phase 1 (6 trains per hour per direction in peak) and Phase 2 (8 trains per hour per direction in peak).	Regional	x	x	x
25-T12-177	Rail	Rail Service Expansion Between San Joaquin County and Dublin/Pleasanton ("Valley Link")	This program includes funding to implement new rail service between San Joaquin County (Mountain House) and Dublin/Pleasanton, including three new stations in Alameda County and four-car trains (12 minute peak headways).	Alameda		x	x
25-T12-178	Rail	Rail Service Expansion Caltrain/High Speed Rail Downtown San Francisco ("Portal")	This program includes funding to extend Caltrain rail service in San Francisco between 4th St/Townsend St and the Salesforce Transit Center. Improvements include two new stations.	San Francisco		x	x
25-T11-179	Rail	Light Rail Service Expansion VTA Eastridge	This program includes funding to extend VTA's existing Orange Line service from Alum Rock Station to the Eastridge Transit Center. Improvements include two new stations and elevated structures.	Santa Clara	x	x	x
25-T12-180	Rail	Rail Service Expansion BART Santa Clara ("Silicon Valley Phase II")	This program includes funding to extend BART's Green Line and Orange Line rail services between San Jose (Berryessa) and Santa Clara. Improvements include four new stations and park-and-ride facilities.	Santa Clara		x	x
25-T12-181	Rail	Rail Service Expansion SMART Healdsburg	This program includes funding to extend SMART rail service between Windsor and Healdsburg. Improvements include one new station in Healdsburg.	Sonoma	x	x	x
25-T12-182	Rail	Rail Service Expansion SMART Cloverdale	This program includes funding to extend SMART rail service between Healdsburg and Cloverdale. Improvements include one new station in Cloverdale.	Sonoma		x	x

Appendix D. Projects in the Amended 2025 TIP

List of 2025 TIP Projects by County and Air Quality Status

County	Sponsor	Project Name	Project Description	TIP ID	RTP ID	Air Quality Description	Conformity Analysis Year
Non-Exempt Projects							
Alameda	ACTC	Oakland/Alameda Access Project	Between Fallon Street and Washington Street: Reconfigure interchanges and intersections to improve connections between I-880, the Posey and Webstertubes and the downtown Oakland area. Removal, reconstruction and reconfiguration of ramps with I-880 and I-980 including a new horseshoe connector between Posey Tube and I-880, removal of NB I-880/Broadway off-ramp viaduct, construction of a new through 6th Street connecting Oak Road to Broadway, reconstruction of Westbound I-980/Jackson Street off-ramp, widening of the NB 880 Oak St off-ramp, construction of new sidewalks, bicycle lanes and bike paths, intersection improvements, and local street modifications in downtown Oakland, China Town, Jack London Square, and within City of Alameda.	ALA070009	21-T06-024	Non-Exempt (N/A) - N/A	2030
Alameda	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd: Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	ALA090016	21-T06-041	Non-Exempt (N/A) - N/A	2040
Alameda	Hayward	I-880 Auxiliary lanes at Industrial Parkway	Hayward: I-880 NB between Industrial Pkwy and Alameda Creek I-880 SB between Industrial Pkwy and Whipple Rd: Construct auxiliary lanes	ALA090020	21-T06-024	Non-Exempt (N/A) - N/A	2030
Alameda	Hayward	I-880/Industrial Parkway West Interchange	In Hayward: At I-880/Industrial Parkway West: Reconstruct the interchange including replacement of overcrossing structure and a new 2-lane northbound off-ramp by realigning a section of Ward Creek. Realign northbound diagonal on-ramp, widen and realign southbound off-ramp, construct a southbound loop on-ramp to provide a HOV bypass. Create an auxiliary lane along northbound I-880 between Industrial Parkway West Interchange and Whipple Road/Industrial Parkway Southwest Interchange by restriping existing lanes and shoulders. This project includes widening of local streets to provide dedicated bikeways and sidewalks, signalization modifications and construction of a multi use bike and pedestrian path over the new overcrossing structure.	ALA110002	21-T06-024	Non-Exempt (N/A) - N/A	2030
Alameda	Dublin	Dublin Blvd. - North Canyons Pkwy Extension	Alameda County, Dublin and Livermore: Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd: Construct four lane extension. The new extended street is planned to have bike lanes, off-street Class I trail, sidewalks, landscaping curb and gutter, traffic signals, a raised median, bus stops, and all street utilities. This project will consider the provision of dedicated transit lanes and/or queue jump lanes in addition to the mixed flow travel lanes for higher level of transit service with 10 to 20 minute headways during appropriate peak demand periods. This project will also require enhanced multimodal connectivity to various land uses along its stretch and at its terminus, including creating connectivity to 5 PDAs in two cities.	ALA150003	21-T07-056	Non-Exempt (N/A) - N/A	2030
Alameda	ACTC	East Bay Greenway Phase 2	Generally along the BART alignment from Fruitvale BART station to South Hayward BART station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that generally follows the BART alignment from Fruitvale Station to South Hayward Station. The project would span approximately 13 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and Hayward. The project would utilize a combination of BART and Union Pacific Railroad (UPRR) Oakland Subdivision rights-of-way as well as adjacent streets including San Leandro Streets, San Leandro Blvd, and Whitman St. Many sections of the project will be constructed under the elevated BART tracks. Two road diet segments are included, from 47th Ave. to Seminary Ave. in Oakland and from Broadmoor Blvd. to Peralta Ave. in San Leandro, and intersections will be modified at various locations for enhanced bicycle and pedestrian safety.	ALA150008	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Alameda	ACTC	State Route 262 (Mission Blvd) Improvements	In Fremont: Mission Blvd/I-680 IC: Implement interchange improvements at I-680, new freeway lanes between I-680 and I-880 that create grade separations at Mohave Drive and Warm Springs Boulevard. Reconstruct local access with one-way frontage roads between Warm Springs Boulevard and I-680. The project construction will likely be phased to construct a fundable project that meets independent utility.	ALA170001	21-T06-046	Non-Exempt (N/A) - N/A	2050
Alameda	ACTC	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	Union City/Hayward: at I-880/Whipple Rd Interchange: Implement interchange improvements including widening and reconfiguration of northbound diagonal off-ramp, northbound off-ramp, northbound diagonal on-ramp, northbound on-ramp widening of Industrial Parkway Southwest, an auxiliary lane on northbound I-880 from the Alvarado Niles Road interchange to the Whipple Road-Industrial Parkway SW interchange, local street intersection improvements, and construction of ped/bike improvements.	ALA170005	21-T06-024	Non-Exempt (N/A) - N/A	2030
Alameda	ACTC	I-680 Express Lanes from SR84 to Alcosta Boulevard	Alameda and Contra Costa Counties: SB I-680 from SR-84 to north of Alcosta Blvd: express lane improvements (Phase 1) NB and SB I-680 from SR-84 to north of Alcosta Blvd: Widen for express lanes (Phase 2). Project limit in Alameda County are PM10.6 to PM21.9 and in Contra Costa County are PM0.0 to PM1.1	ALA170009	21-T12-116	Non-Exempt (N/A) - N/A	2030
Alameda	MTC	Bay Bridge Forward - West Grand HOV/Bus Only Lane	Oakland: Along W Grand Ave from Mandela Pkwy through the I-80 on-ramp: Phase 1 of the project was completed in 2019, where a portion of shoulder (approximately 1,300 feet) at the on-ramp was converted to a bus/HOV lane. Phase 2 of the project will convert approximately half a mile of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge. The lane will be designated as a full-time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours. In addition, the project will also provide a multiuse path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway.	ALA170011	21-T06-049	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Alameda	ACE	ACE Platform Extensions	ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets	ALA170042	21-T11-105	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Alameda	Dublin	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	In Dublin: I-580/Fallon Rd I/C: Phase 2 reconstruct overcrossing to provide four-lanes in each direction, reconstruct the southbound to eastbound loop on-ramp, widen the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes, widen the eastbound on-ramp, widen the westbound off-ramp to provide two left turn and two right turn lanes, and widen the westbound on-ramp, add new bicycle lanes and sidewalks to close a significant gap in these modes I-580 Hacienda Drive Interchange: Reconstruct overcrossing to provide additional northbound lane, widen the eastbound off-ramp to include a third left-turn lane, modify the westbound loop on-ramp, and widen the westbound off-ramp to include a third left-turn lane, and add new bicycle lanes and sidewalks to close a significant gap in these modes. The project will be phased.	ALA170045	21-T06-019	Non-Exempt (N/A) - N/A	2040
Alameda	Hayward	I-880 I/C Improvements (Winton Ave and A St)	Hayward: I-880/A St. I/C: Reconstruct interchange, add bike lanes, modify signals and reconfigure intersections to improve truck-turning maneuvers. The interchange reconstruction will provide Caltrans with additional width on the I-880 mainline to accommodate auxiliary lanes in each direction between the I-880/Winton Avenue and I-880/A Street interchanges. This project has potential/conditional funding through Local Area Transportation Improvement Program (LATIP).	ALA170046	21-T06-024	Non-Exempt (N/A) - N/A	2030
Alameda	ACTC	7th Street Grade Separation West	Oakland: Within the Port: Implement roadway and rail improvements including realigning and grade separating the intersection of 7th Street and Maritime St and constructing a rail spur underneath connecting the Joint Intermodal Terminal and the Oakland Harbor Intermodal Terminal yard, also reconstruct and widen the existing multi-use path.	ALA170086	21-T07-055	Non-Exempt (N/A) - N/A	2030
Alameda	MTC	Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext	Alameda County: On I-580 westbound approach to the San Francisco-Oakland Bay Bridge toll plaza from the SR 24/I-980 interchange to I-80: convert one general purpose lane to an HOV lane. This is part of Bay Bridge Forward 2020.	ALA190018	21-T06-049	Non-Exempt (N/A) - N/A	2025
Alameda	AC Transit	AC Transit: Quick Builds Transit Lanes	Berkeley: Durant Ave between Ellsworth and College Oakland: MacArthur Blvd between Alma Ave and 13th Ave: Design and construct "red carpet" bus only lanes and minor bus improvements such as bus bulbs.	ALA210018	21-T10-065	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Alameda	Oakland	West Oakland Howard Terminal Downtown	Between West Oakland, Downtown Oakland, the Port of Oakland, and Jack London District: Provide connectivity with major improvements along several corridors serving the area. Market Street between the railroad tracks and 8th Street would be improved with at-grade railroad crossing improvements, new and modified traffic signals, lane geometric changes, bike lanes, and sidewalks. A transit hub would be constructed on 2nd Street generally between Brush Street and Broadway. Within the Jack London District, west of Broadway, there are several sidewalk gaps along 3rd Street that would be closed. Access between the Port and I-880 via Adeline Street would be improved with new and modified traffic signals and lane geometric changes. 8th Street from Martin Luther King Jr Way (MLK) to Fallon Street will be improved to enhance pedestrian safety and access to the Lake Merritt BART Station. Freeway undercrossings at five locations (I-980 at 7th St, I-880 at Market Street, I-880 at MLK, I-880 at Washington St, and I-880 at Broadway) will be improved to reconnect communities currently separated by dark, uninviting spaces. All intersection changes along the stated corridors would include improved pedestrian crossing treatments. The project also includes railroad corridor improvements including at-grade railroad crossing improvements between Schnitzer Steel and Oak Street, and a grade separated over crossing at Adeline Street. Last, this project includes intersection safety changes at Brush Street intersection with 17th and 18th Streets, Martin Luther King Jr. Way at 17th Street, and Castro Street at 5th Street.	ALA210023	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Alameda	Oakland	Oakland Grand Avenue Roadway Improvements	Oakland: Grand Ave between MacArthur and Mandela: Enhance alternative transportation opportunities to connect diverse communities with jobs, education, services, and various regional transportation connections. This project will implement improvements to bus operations, walking, and biking without impeding the necessary goods movement by freight. These improvements will include transit signal priority, bus only lanes, a continuous bike facility, sidewalk improvements, and a road diet on Grand Avenue between Mandela and Macarthur (from four lanes to two lanes).	ALA210024	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Alameda	Dublin	Tassajara Road Widening	Dublin: Tassajara Road between North Dublin Ranch Drive and Quarry Lane School Road: Widen and improve approximately ? mile of Tassajara Road to a four-lane arterial standard, with buffered bike lanes, sidewalks, landscaped median, stormwater treatment areas, and other associated street improvements including pavement replacement, grinding/overlay, and cross slope correction operations, new and revised striping. The widening project will increase the capacity of Tassajara Road and accommodate future traffic in the next 10 to 15 years generated by several approved developments in eastern Dublin and in Contra Costa County. PBA2050 ID is 21-T07-056	ALA210026	21-T07-056	Non-Exempt (N/A) - N/A	2030
Alameda	MTC	BBF: I-80 WB Bus Only Lane Extension	Alameda County: On I-80 westbound between SFOBB Toll Plaza and Powell Street interchange: Construct a bus only or HOV lane to reduce transit delays and increase reliability. When completed, the project will extend the existing bus lane on I-80 approaching the (SFOBB) Toll Plaza to the Powell Street westbound on-ramp that serves as a queue jump lane for buses to bypass congestion and improve operations.	ALA210028	21-T06-049	Non-Exempt (N/A) - N/A	2030
Alameda	CCJPA	CCJPA SR84 Intermodal Bus Facility	Fremont: On SR84 near the Ardenwood Park-n-Ride: Construct an intermodal bus facility including the addition of westbound and eastbound bus stop platforms on SR84, allowing buses to pick-up and drop-off passengers from the Park-n-Ride at the elevated highway level. This will reduce bus travel time, especially during congestion, since buses will not need to get on and off SR84 to pick up and drop off passengers using the Park-n-Ride	ALA210033	21-T11-111	Non-Exempt (N/A) - N/A	Not Modeled
Alameda	Fremont	Irvington BART Station	Fremont: Along the BART corridor in the Irvington District, adjacent to the future alignment of the East Bay Greenway and the future Sabercat Trail (north fork): Construct a new BART station	ALA230004	21-T11-104	Non-Exempt (N/A) - N/A	2030
Alameda	Valley Link	Valley Link Rail System (Phase 1)	Construction of a new 22-mile, four-station passenger rail system between the Dublin/Pleasanton BART station in Alameda County and the Mountain House Community Services District in San Joaquin County including stations at Isabel Avenue and Southfront Road in the City of Livermore.	ALA230204	21-T11-114	Non-Exempt (N/A) - N/A	2030
Alameda	Port of Oakland	Port of Oakland Green Power Microgrid	Plan, design, and install 145 chargers for battery-electric heavy duty trucks and cargo handling equipment in the Seaport; and 1 megawatt (MW) of solar panels; and up to 6.5 MW of battery storage; and associated substation upgrades. This project will support and accelerate the transition of heavy-duty equipment from diesel to zero emissions, in alignment with the Port's Seaport Air Quality 2020 and Beyond Plan – the Pathway to Zero Emissions.	ALA250222	21-T07-055	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Union City	East-West Connector: Decoto and Quarry Lakes Pkwy	Union City and Fremont: Decoto Rd from I-880 to SR-238 (Mission Blvd): Widen roadway and implement complete streets improvements. Decoto Complete Streets is a transit priority corridor with separate Class I system for bikes and pedestrians Quarry Lakes Pkwy alignment between Paseo Padre Pkwy and SR-238: Construct new, 4-lane multimodal corridor. QLP is a new four-lanes, multimodal corridor with buffer bike lanes and separated Class I trail for bikes and pedestrian with landscaped areas, street trees, and utilities to support the 100 acres Union City BART Station PDA. Project will be constructed in usable phases to support new housing developments, access to Union City BART Station and complete trail connections. PBA2050 ID is 21-T07056. Other State funds are SR-84 LATIP funds	ALA978004	21-T07-056	Non-Exempt (N/A) - N/A	2040
Contra Costa	CCTA	I-680/SR 4 I/C Reconstruction - Ph 1,2a,4	Contra Costa County. I680/SR4 I/C. Phase 1: NB680 to WB SR4 Connector, construct a two-lane flyover direct connector from NB680 to WB SR4 and remove the existing NB680 to WB SR4 loop, construct auxiliary lanes, a slip ramp and install a ramp metering facility. Phase 2A: extend the SB680 collector-distributor ramp and install a ramp metering facility for the WB SR4 on-ramp. Phase 4: Construct Southbound I-680 to Eastbound SR 4 connector.	CC-010023	21-T06-022	Non-Exempt (N/A) - N/A	2030
Contra Costa	Hercules	Hercules Intercity Rail Station	Hercules: At future train station: Relocate the Kinder Morgan pipeline, Shell pipeline, fiber optic line construct the 3rd track for the new station, construct the new station building, multi-use trail, retaining walls, and parking structure.	CC-030002	21-T11-115	Non-Exempt (N/A) - N/A	2030
Contra Costa	Richmond	I-80/Central Avenue - Local Portion	Richmond: I-80/Central Ave Interchange: Improve traffic operations, increase spacing between signalized intersections east of I-80, relocate signal at Pierce St/Central Ave to San Mateo St/Central Ave, convert Pierce St at Central Ave to "right in, right out" access, Construct new roadway between San Mateo St and Pierce St. Project elements include new and removed signals, pavement resurfacing/reconstruction, widened turn pocket, street parking reconfiguration, striping, undergrounding/relocation of power/telecom poles as needed with local funds, underground utility adjustments, relocation of bus stops with possible bus shelter, parking lot reconfiguration, class III bike route, landscaping and bioretention, new and replacement street lighting, and sidewalk, curb ramp, driveway apron, and curb and gutter improvements. PBA2050 ID: 21-TO6-013	CC-050076	21-T06-013	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Contra Costa	Brentwood	Brentwood Boulevard Widening - North (Phase I)	Brentwood: Brentwood Boulevard from Havenwood Avenue to Homecoming Way: Phase I-Widen from 2 to 4 lanes, with two lanes in each direction with two bike lanes, curbs, gutters, medians, sidewalks, street lights and landscaping on each side of the roadway, including a new parallel bridge over Marsh Creek, traffic signal modification at Brentwood Boulevard / Grant Street, and moving overhead power lines, telephone lines and cable lines underground. CIP 336-3162.	CC-070011	21-T07-056	Non-Exempt (N/A) - N/A	2030
Contra Costa	Concord	SR 242 / Clayton Road Interchange Improvements	Concord: At the SR242/Clayton Rd Interchange: Construct NB on-ramp and SB off-ramp. On ramp will access NB SR242. SB SR242 Off-ramp will intersect Franquette Way near the Clayton west Rd intersection. Current phase- PSR phase to evaluate interchange and local road improvement alternatives. CCTA Website: http://www.ccta.net/projects/project/97	CC-070024	21-T06-045	Non-Exempt (N/A) - N/A	2040
Contra Costa	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange Phas	San Pablo: At the I-80/San Pablo Dam Rd (SPDR) I/C: Reconstruct I/C, includes providing access to McBryde Ave through a new connector. Project will enhance operations and safety for autos, pedestrians, and bicyclists in the vicinity of the interchange.	CC-070035	21-T06-013	Non-Exempt (N/A) - N/A	2030
Contra Costa	Contra Costa County	Byron Highway - Vasco Road Connection	Contra Costa County: Construct an east-west connection road between Byron Highway and Vasco Road in unincorporated Byron.	CC-070081	21-T06-047	Non-Exempt (N/A) - N/A	2040
Contra Costa	CCTA	SR 4 Integrated Corridor Management	Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: create an integrated and arterial network along the SR 4 from I-80 in Hercules to the SR 4/SR 160 interchange in Antioch.	CC-150013	21-T07-057	Non-Exempt (N/A) - N/A	2040
Contra Costa	Brentwood	Brentwood Boulevard Widening - North (Phase II)	Brentwood: Brentwood Blvd. between Homecoming Way and Lone Tree Way: Widen existing roadway from 2 to 4 lanes for 2600 linear feet including curb, gutter , sidewalk, bike lanes, street lights and landscaping	CC-170015	21-T07-056	Non-Exempt (N/A) - N/A	2030
Contra Costa	Contra Costa County	Camino Tassajara Realignment, S of Windemere Pkwy	Contra Costa County: Camino Tassajara between Windemere Parkway and the City of Dublin: Realign curves along Camino Tassajara, widen roadway to four lanes, and install Class II bike lanes. The project will be coordinated with the City of Dublin to tie into existing improvements along Tassajara Road.	CC-170016	21-T07-056	Non-Exempt (N/A) - N/A	2030
Contra Costa	CCTA	I-680 NB Express Lane Completion	Contra Costa County: NB I-680 from Livorna Rd to Arthur Rd. 1) From Livorna Rd to SR-242: Extend Managed Lane; 2) From SR-242 to Arthur Rd: Convert Existing HOV Lane to Express Lane; 3) From N Main St to Treat Blvd: Operational improvements; and 4) Various locations along NB I-680: Install limited access buffers and mitigation projects.	CC-170017	21-T12-116	Non-Exempt (N/A) - N/A	2030
Contra Costa	CCTA	SR-4 Operational Improvements - Initial Phases	State Route 4 Operational Improvements - Eastbound: (a) Extend a lane from the lane drop at Port Chicago Interchange to the Willow Pass Rd off-ramp and end as a mandatory exit lane. (b)Construct a new general purpose lane between the Willow Pass Rd off-ramp and the Willow Pass Rd on-ramp. The new general purpose lane would eliminate the mandatory exit at Willow Pass Rd off-ramp from (a) and connect to the existing auxiliary lane between Willow Pass Rd on-ramp & San Marco Blvd off ramp. Construct a second exit lane at the EB SR4 off-ramp to San Marco Blvd to accommodate existing and future peak hour traffic volumes. (c) Construct auxiliary lane from the San Marco Blvd loop on ramp to the existing deceleration lane at Bailey Rd off-ramp. (d) Construct an auxiliary lane between the Port Chicago Highway on-ramp and the Willow Pass Road off-ramp. Westbound: Construct a lane from Willow Pass Rd on-ramp connecting to the existing added lane, east of the Port Chicago Highway off-ramp and a second exit lane at Port Chicago Highway off-ramp. Modify one of the mandatory exit lanes to SR242 to an optional exit lane, allowing three lanes exit to SR242 and three lanes to continue on WB SR4. RTP ID: 21-T06-031	CC-170018	21-T06-031	Non-Exempt (N/A) - N/A	2030

List of 2025 TIP Projects by County and Air Quality Status

Contra Costa	Oakley	Civic Center Railroad Platform Park n Ride Complex	Oakley: Main Street between 2nd Street and O'Hara Avenue: construct two parking lots (approximately 150 spaces each) on a portion of one City owned parcel covering a total of approximately 104,000 square feet, or 2.38 acres. The project components consist of site clearing, curb and gutter, vertical curb, storm drain system, street and parking lot paving, landscaping and irrigation, electrical and communications infrastructure for the parking lots and a future train platform, signing and striping, and design and construction management. The project will also include fencing, lighting, and bicycle racks. The parking lots project is the first step toward the construction of a train platform at this location. The future train platform will be part of an expanded service to be established and operated by the San Joaquin Joint Powers Authority (SJJPA), which operates the rail service line. The train platform is identified as a potential stop in the recently updated 2016 SJJPA Business Plan. The new parking lots in Oakley will provide the infrastructure necessary for connection to an accessible rail transportation system for the multi-modal movement of goods and people. Constructing a train platform before there is parking to serve it is not practical unless there is parking located near it. At present, there is little to no parking near this location. The future train platform will also be regional in nature as there is no train platform in nearby Brentwood. The future train platform would serve Discovery Bay, Knightsen, Bethel Island and Byron, in addition to Oakley. The City of Oakley is working in collaboration with the San Joaquin JPA and also working on finding other funding mechanisms for the train platform. The City anticipates applying for federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds in addition to other available funding for the train platform.	CC-170019	21-T11-105	Non-Exempt (N/A) - N/A	Not Modeled
Contra Costa	CCTA	I-680 Part Time Transit Lane	In Contra Costa County: On NB I-680 between Bollinger Canyon Road and Ygnacio Valley Rd: Increase bus service efficiency by implementing bus operations on shoulder (BOS). Conduct testing and training at GoMentum Station. PBA2050 ID: 21-T12-122	CC-170061	21-T12-122	Non-Exempt (N/A) - N/A	2030
Contra Costa	San Ramon	Crow Canyon Road (Alcosta to Indian Rice) Widening	San Ramon: Crow Canyon Rd from Alcosta Blvd to Indian Rice Rd: Widen to three lanes in each direction. Work will be completed in two phases. Phase 1 limits: Alcosta to St. George. Phase 2 limits: St. George to Indian Rice Road. PBA 2050 ID 21-T07-056	CC-190001	21-T07-056	Non-Exempt (N/A) - N/A	2030
Contra Costa	SJRC	Oakley Station Platform	Oakley: North of Main Street between 2nd St and O'Hara Ave: Construct a new train station platform for the Amtrak San Joaquin inter-city rail service. Constructs a station track siding with two turnouts, within the existing railroad right-of-way. Includes shelters, lighting, signage, ADA-compliant pedestrian sidewalks and other associated improvements.	CC-190002	21-T11-115	Non-Exempt (N/A) - N/A	2025
Contra Costa	MTC	RSR Forward: ORT and I-580 WB HOV Lane	Contra Costa County: On westbound I-580 approaching the Richmond-San Rafael (RSR) Bridge beginning at the I-580 / Regatta Avenue Interchange: Provide safety and operational improvements by converting one of the three existing general-purpose lanes to a high-occupancy vehicle (HOV) lane and replacing the existing tolling structure with overhead toll gantries east of the existing toll booths. PBA 2050 ID: 21-T06-020	CC-210010	21-T06-020	Non-Exempt (N/A) - N/A	2030
Marin	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma Convert expressway to freeway and widen to 6 lanes for HOV lanes. Provide funds for TAM management, oversight, and coordination with Caltrans for the PSE phase. Funds include the following: HPRR #2444 (100% of the total \$12Million Earmark) a portion of HPP #3762 (\$1.5M of the total \$15M Earmark) and FY05/06 Annual Appropriation (100% of the total \$850k Earmark). Also includes completed Phase 1 work.	MRN050034	21-T06-026	Non-Exempt (N/A) - N/A	2025
Marin	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	MRN110032	21-T01-004	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Marin	GGBHTD	Golden Gate Ferry: New Vessel	GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	MRN190001	21-T11-094	Non-Exempt (N/A) - N/A	2030
Marin	GGBHTD	GGBHTD Replacement Ferry CARB Compliance	Replacement of 4 catamarans to comply with CARB regulation	MRN230205	21-T01-002	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Marin	MCTD	US101 Part Time Transit Lane	US 101 Part Time Transit Lane Project (PTTL) is a proposed pilot project on the shoulder of the southbound US 101, in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael. This project will improve bus travel times for Marin County Transit District (Marin Transit) and Golden Gate Transit Services during peak congestion. This project has been identified as a low cost way to provide highly visible transit priority for transit buses and provide significant time travel savings for bus riders.	MRN230206	21-T10-093	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Napa	NVTA	SR 12/29/221 Soscol Junction Interchange Imps.	In Napa County: At SR-221/SR-29 Soscol Ferry Road: Construct improvements	NAP090003	21-T06-034	Non-Exempt (N/A) - N/A	2025
Napa	American Canyon	Eucalyptus Drive Realignment Complete Streets	American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend Eucalyptus 450' to the east, connecting at SR 29. Construct travel lanes, median, curb, gutter and sidewalk, Class 1 bicycle facilities, landscaping, striping, signage, drainage and traffic signal improvements. Complete the 4th leg of the Eucalyptus/SR29 intersection. Improvements at the Rio del Mar/SR 29 intersection necessary to make the intersection right-in/right-out only. Close Theresa Avenue from Los Altos to Eucalyptus (approx. 140') and construct improvements to create a pedestrian/bicycle corridor.	NAP110029	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Napa	NVTA	NVTA- Vine Transit Bus Maintenance Facility	NVTA's transit services arm- Vine Transit has a need for a new transit maintenance yard. The present facility at 720 Jackson Street just north of downtown has an inadequate number of bus maintenance bays and does not have adequate parking spaces or all of Vine's vehicles and lacks space for a modern bus wash. NVTA has purchased an 8 acre site in south Napa County and proposes constructing a transit maintenance yard. When completed, the facility will include - Parking for up to 100 transit vehicles of various sizes, Administration Building. Modern Bus Washer, Maintenance Building with up to 8 bays, 75 parking spaces for employees and visitors. The new facility will improve reliability on current operations, allow for the service and charging of current and future electric vehicles, and provide for service expansion.	NAP170003	21-T01-002	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Regional/Multi-County	WETA	Ferry Service - Berkeley	WETA: Includes development of new ferry service, the acquisition of vehicles and the development and construction of a new terminal in the Berkeley area of Alameda County.	MTC050027	21-T11-096	Non-Exempt (N/A) - N/A	2030
Regional/Multi-County	MTC	Freeway Performance Initiative (FPI)	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	REG090003	21-T06-048	Non-Exempt (N/A) - N/A	Multiple Years
Regional/Multi-County	BART	BART: Railcar Procurement Program	Fund the replacement of all existing 669 railcars for BART when the cars reach the end of their useful life and procure new railcars. Project also references RTP IDs 240182, 240196, and 21132. Project is related to REG050020. Costs for an additional 60 cars are included in SCL110005 and costs for an additional 23 cars are included in BRT030001 for a total of 873 cars.	REG090037	21-T01-002	Non-Exempt (N/A) - N/A	2040
Regional/Multi-County	BART	BART Transbay Core Capacity Improvements	BART: Systemwide: Implement a multi-pronged effort to address capacity issues in the Transbay corridor and is in coordination with the BART Metro Program project. The project elements are: Communication-based train control (CBTC) system to safely enable closer headways and allow BART to operate more frequent service (12 minute frequencies) Expansion of the rail car fleet by 306 vehicles to add cars to existing trains and operate more frequent trains Added traction power substations to allow more frequent service. Project also references 17-10-0016	REG170017	21-T11-106	Non-Exempt (N/A) - N/A	2030
Regional/Multi-County	BAIFA	ALA/CC-80 and Bay Bridge Approach Express Lanes	Alameda/Contra Costa counties: On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches (I-80, I-580, I-880 and Toll Plaza): Convert HOV lanes to express lanes. Work includes but is not limited to installation of gantries, tolling/traffic monitoring equipment and systems (hardware/software), signage, electrical, communications and fiber, lighting, and restriping, as well as police observation areas for enforcement.	VAR170003	21-T12-116	Non-Exempt (N/A) - N/A	2030
Regional/Multi-County	MTC	Freeway Performance Program: SR-84	Alameda & San Mateo Counties: Along the Dumbarton Corridor: Deliver operational strategies to improve traffic operations along the SR-84 Dumbarton Corridor, including adaptive ramp metering, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies, and bicycle access improvements along the Dumbarton Corridor. The freeway performance program (FPP) is a comprehensive operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations within available resources and partnership support. More specifically, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. FPP delivers cost-effective operational strategies (such as adaptive ramp metering, and HOVs, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies, and bicycle access) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, Integrated Corridor Management (ICM) strategies, Connected Vehicles, and the Regional Express Lane Network. It also looks to implement person throughput strategies and policy changes called for in the Managed Lanes Implementation Plan. Overall, the FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.	VAR170023	21-T06-049	Non-Exempt (N/A) - N/A	2030
Regional/Multi-County	MTC	SR 37 Interim Project - Sears Point to Mare Island	Solano and Sonoma Counties: SR-37 between the Sears Point/SR 121, and Mare Island: Implement a high occupancy vehicle (HOV) lane, implement tolling. This project will improve traffic flow and peak travel times, and increase vehicle occupancy (the number of people moved per vehicle). This project provides an incentive to increase multiple occupant vehicle use during peak periods. Currently there is no incentive for a bus route on SR 37 because of the substantial delays and there are no current transit routes using SR 37. The Napa Bus Feasibility Study identified a demand for bus service through the corridor, and this project would allow transit operators to implement bus service on SR 37. Other State funds are SB170 funds. Other Federal funds are NHPP	VAR210004	21-T06-035	Non-Exempt (N/A) - N/A	2030
Regional/Multi-County	SMART	SMART Rail and Pathway (Phase 2)	Marin and Sonoma Counties: Sonoma County Airport Station to Windsor: Extend rail and pathway (includes freight rail); Petaluma North at Corona Rd: Construct infill station (includes freight rail gauntlet tracks); McInnis to Smith Ranch in San Rafael, Hanna Ranch Rd. to S. Rowland Blvd. in Novato, Lakeville to Payran in Petaluma, Southpoint in Petaluma to Penngrove at Main St, Rohnert Park at Golf Course to Southwest Santa Rosa at Bellevue, Southwest Santa Rosa to Santa Rosa SMART Station (Joe Rodota Trail to 3rd St), San Miguel Rd. to Airport Blvd. in Santa Rosa: Construct multi-use pathway. Project also references RTP IDs 21-T11-201 and 21-T08-060. Other Federal funds are FRA PTC funds.	VAR210005	21-T11-113	Non-Exempt (N/A) - N/A	2030
San Francisco	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	Extend the Third Street Light Rail line into a new subway generally in a north-south alignment under Fourth Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes procurement of four LRVs.	SF-010037	21-T10-083	Non-Exempt (N/A) - N/A	2025
San Francisco	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	San Francisco: From Fourth/Townsend to Salesforce Transit Center: Extend Caltrain /High Speed Rail to Downtown San Francisco (DTX) Extend Caltrain rail service from 4th St/Townsend St in San Francisco to Salesforce Transit Center in downtown San Francisco, including two new stations: Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the Salesforce Transit Center building. Plan Bay Area 2050 RTP ID: 21-T11-110	SF-050002	21-T11-110	Non-Exempt (N/A) - N/A	2030
San Francisco	SFMTA	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman"s Wharf through National Park Service lands in Aquatic Park to Fort Mason: This proposed extension of historic streetcar service would extend the proposed E-line or the current F-line service from Fisherman"s Wharf through National Park Service lands in Aquatic Park and Fort Mason, using the historic railway tunnel between the foot of Van Ness Avenue and the Fort Mason Center. Environmental studies are now getting underway on this proposed project. Project has been funded for Alternatives Analysis and EIS only and no construction or operation schedule has been set.	SF-070003	21-T10-082	Non-Exempt (N/A) - N/A	2030

List of 2025 TIP Projects by County and Air Quality Status							
San Francisco	SFMTA	Geary Bus Rapid Transit	San Francisco: Along the Geary corridor between 34th Avenue and Market Street (including Geary Boulevard and Geary and O’Farrell streets): Design and implement transit performance and safety improvements. Scope elements include dedicated transit-only lanes, upgraded bus stops with amenities, new and upgraded traffic signals, upgraded corridor communication systems, pedestrian bulbs, traffic calming, and other pedestrian safety and accessibility measures. The Geary BRT project will be delivered in two phases. The first phase, the Geary Rapid Project, includes the Geary corridor between Market and Stanyan streets. Major scope elements include side-running transit-only lanes, bus and pedestrian bulbs, removal of the Steiner pedestrian overcrossing, introduction of new signalized pedestrian crossings, and a lane reduction along the Geary Expressway between Scott and Gough streets. The second phase, the Geary Boulevard Improvement Project, includes Geary Boulevard between Stanyan Street and 34th Avenue in the Richmond district. Major scope elements include side-running transit-only lanes, bus bulbs, traffic signal upgrades, and pedestrian safety measures. The projects will be coordinated with SF Public Utilities Commission-sponsored water and sewer upgrades as well as SF Public Works-sponsored roadway re-paving to minimize construction impacts to the community.	SF-070004	21-T10-079	Non-Exempt (N/A) - N/A	2030
San Francisco	SF DPW	Harney Way Roadway Widening	San Francisco: Harney Way from US 101 to Jamestown: Improvements include right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk improvements, roadway construction, and traffic signal improvements. Project will acquire land on the East side of Harney Way between Executive Park Boulevard East and Executive Park Boulevard West. Widening project will accommodate two additional mixed flow lanes and two exclusive bus rapid transit lanes between US 101 and Jamestown. (Segment F.b.) Project is phased	SF-090004	21-T07-056	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Francisco	SFMTA	Light Rail Vehicle Procurement	SFMTA: Fleet-wide: Procure 219 light rail vehicles with an option for an additional 45 vehicles to replace existing fleet and expand service. The contract with Siemens calls for an array of replacement (151) and expansion vehicles (113). State-of-the-art vehicles will be equipped with innovative safety features, improved passenger amenities and modern information systems. \$16.8M of funding for vehicles to serve Central Subway accounted for in TIP ID SF-010037 (Central Subway Project).	SF-090012	21-T01-002	Non-Exempt (N/A) - N/A	2040
San Francisco	SFMTA	Transit Center in Hunters Point	Muni:Transit Center in Hunters Point Construct 10 bays, Low-level platform, Operator restroom, bus shelters, platform communications and monitoring network (signals, closed circuit TVs, etc.), sidewalks and roadway, Electrical ductbank for MUNI power, lighting for transit stations	SF-090016	21-T10-063	Non-Exempt (N/A) - N/A	2040
San Francisco	SFMTA	Geneva Harney BRT Infrastructure: Central Segment	SFMTA: Bus rapid transit facilities from Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue. Includes pedestrian/bicycle treatments and special bus shelters/landscaping/art for identity.	SF-090020	21-T10-080	Non-Exempt (N/A) - N/A	2040
San Francisco	SFMTA	Geneva Harney BRT Infrastructure - Eastern Segment	SFMTA: Bus rapid transit facilities from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development. Includes pedestrian/bicycle treatments and special bus shelters/landscaping/art for identity.	SF-090023	21-T10-080	Non-Exempt (N/A) - N/A	2040
San Francisco	SF DPW	Hunters Pt Shipyard and Candlestick Pt Local Roads	In San Francisco: Hunters Point Shipyard and Candlestick Point: Build new local streets to support multi-modal mixed use development. Includes roadway, streetlights, streetscape, traffic signals, overhead signs, sidewalks, curbs, and gutters. The project is phased.	SF-110006	21-T10-063	Non-Exempt (N/A) - N/A	Not Modeled
San Francisco	SFCTA	Treasure Island Congestion Pricing Program	San Francisco: Treasure Island: Implement Congestion Pricing Program on Treasure Island including parking pricing and tolling of vehicles entering and exiting Treasure Island as a TDM toll for planned redevelopment of Treasure Island. Does not show \$500k in Regional PDA PIng (included in REG110014) and \$5,500,000 in Federal ATCMTD	SF-110049	21-T10-092	Non-Exempt (N/A) - N/A	2040
San Francisco	SF DPW	SF- Better Market Street Transportation Elements	In San Francisco: Phase 1: Market St, from 5th Street to 8th Street; Future Segments: from Octavia to 8th Street and from 5th Street to Fremont Street: improve roadway, including resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes and utility relocation and upgrade. The project also includes installation of the F Loop, which will improve efficiency of the historic streetcar F Line.	SF-130001	21-T08-060	Non-Exempt (N/A) - N/A	2020
San Francisco	SFCTA	Treasure Island Pricing Mobility Improvements	San Francisco: On Treasure Island: This project will deliver mobility improvements associated with the Treasure Island Congestion Pricing Program. Multi-modal mobility improvements include transit capital, operating & maintenance and bicycle & pedestrian improvements.	SF-130005	21-T10-092	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Francisco	SFCTA	HOV/HOT Lanes on U.S.101 and I-280 in SF	San Francisco: On US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp: Convert a mixed traffic lane in each direction to HOV to enhance carpool and transit operations during peak periods in order to complement HOV lanes through San Mateo county and/or as part of a potential/demonstration congestion charging program in SF and project develop for converting to HOT lanes	SF-130008	21-T12-116	Non-Exempt (N/A) - N/A	2030
San Francisco	SFCTA	SF Downtown Congestion Pricing	San Francisco: In the downtown area: Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area.	SF-130017	21-T10-091	Non-Exempt (N/A) - N/A	2030
San Francisco	SFCTA	Quint-Jerrold Connector Road	San Francisco: From Oakdale Avenue to Jerrold Avenue: SF has proposed the Quint-Jerrold Connector Road as alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks. The project is to be coordinated with Caltrain's Quint Street Bridge Replacement project which closed Quint Street through access beneath the Caltrain tracks at that location. The Bridge Replacement project replaced the existing bridge structure with a berm, which would facilitate the potential future siting of a Caltrain Oakdale Station.	SF-150008	21-T07-056	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

San Francisco	Port of SF	Mission Bay Ferry Terminal	San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system. The Mission Bay Ferry Landing will serve 350,000 annual weekday passengers plus 125,000 people traveling to special events each year. The new ferry landing will enable critical Transbay and regional ferry service to and from the fastest growing neighborhood of San Francisco and the East and North Bays. It will also provide a direct regional link to the new 550-bed University of California Mission Bay hospital campus and approved 18,000-seat Golden State Warriors arena. The landing is projected to open for revenue service between 2020 and 2022, adding vital regional transit capacity within the next five years that will alleviate current overcrowding, serve planned future growth and provide resiliency in the event of an earthquake, BART or Bay Bridge failure or other unplanned event. Service will be provided by San Francisco Bay's two ferry operators-the Water Emergency Transit Agency and Golden Gate Bridge and Highway District-with weekday morning and evening peak commute service linked from the downtown Ferry Building plus direct service for an estimated 80 annual special events at the arena.	SF-170001	21-T11-097	Non-Exempt (N/A) - N/A	2030
San Francisco	SF DPW	HOPE SF Street Network - Sunnydale and Potrero	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	SF-170013	21-T07-056	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Francisco	WETA	WETA: Electric Vessels and Related Infrastructure	WETA: Fleetwide: Support the purchase/construction of all-electric vessels and related charging infrastructure. This project supports medium sized routes using all-electric battery powered vessels. This project supports TIP ID SF-170001	SF-190008	21-T01-002	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Francisco	SFCTA	US 101 Doyle Drive Availability Payments	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange: Availability payments for roadway replacement/rehabilitation project SF-991030	SF-190011	21-T01-006	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Francisco	SFMTA	SFMTA - Core Capacity Program	SFMTA: Along the K, J and M-Line Corridors: Design and implement high priority route improvements from the Muni Forward Program. Project includes a combination of transit signal priority, transit-only lanes, stop consolidation, and complementary facility and pedestrian improvements. Included in the award are a set of targeted improvements to two key rail corridors: the J and M-Lines and design for the K-line.	SF-190012	21-T10-084	Non-Exempt (N/A) - N/A	2040
San Francisco	SFCTA	Hillcrest Road Improvement Project	In the City of San Francisco on Yerba Buena Island, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp. Construct a widened roadway and retaining walls including 8-ft shoulders, a Class II bike lane, and width to accommodate a future multi-use path.	SF-230211	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Francisco	SFMTA	I-280 Ocean/Geneva Interchange Improve. at Balboa	San Francisco: Implement interchange improvements that may include intersection geometry changes, traffic signal changes, and Intelligent Transportation System (ITS) elements in the Balboa Park Station area, including the I-280 Northbound Geneva Ave and I-280 Southbound Ocean Ave off-ramps, to improve traffic circulation and safety for pedestrians & bicyclists. The project will coordinate with Caltrans, SFMTA, and SFPW.	SF-250201	21-T06-016	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
San Mateo	Redwood City	Blomquist Street Extension	Redwood City: On Blomquist Street from Maple Street to Bair Island Road: Extend roadway across Redwood Creek. Project may be phased based on developer funding.	SM-090007	21-T07-056	Non-Exempt (N/A) - N/A	Not Modeled
San Mateo	San Carlos	US101/Holly St I/C Mod and Bike/Ped Overcrossing	San Carlos: At Holly St/ US-101 Interchange: Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop and construct a grade-separated multipurpose path that connects the east side of Highway 101 to the west	SM-090008	21-T06-027	Non-Exempt (N/A) - N/A	2030
San Mateo	CCAG	Improve US 101 operations near Rte 92	San Mateo: At the US 101/SR 92 interchange: Improve traffic flow, safety and increase mobility by minimizing traffic conflict locations and improving peak-period travel times along US 101 and SR 92 within project limits.	SM-090014	21-T06-027	Non-Exempt (N/A) - N/A	2030
San Mateo	Redwood City	Redwood City Ferry Service	SF Bay Area: Between Redwood City and San Francisco/Oakland: Environmental clearance and design of ferry transit service	SM-110002	21-T11-098	Non-Exempt (N/A) - N/A	2030
San Mateo	SSF	US 101/Produce Avenue Interchange Improvements	On Route US 101 in San Mateo County, in the City of South San Francisco (PM 21.3/21.7). Reconstruction and reconfiguration of the interchange, as follows: Extend Utah Avenue to the west over US 101 to connect with San Mateo Avenue and provide access to southbound US 101 on-/off-ramps at Produce Avenue construct new sidewalks and Class 2 bike lanes on both sides of the east-west local street connection' remove some of the non-standard features at this location, and provide new ramp configurations at Produce Avenue provide more direct access to US 101 to better accommodate land use and employment changes and help separate freeway bound traffic from the surrounding local streets.	SM-110003	21-T06-027	Non-Exempt (N/A) - N/A	2030
San Mateo	CCAG	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	San Mateo County: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and 0.3 mi south of Grand Avenue Interchange (SM 21.8): Install Express Lanes. Utilize existing auxiliary lanes where possible and restore auxiliary lanes where needed for operations. SMCTA is co-sponsoring project.	SM-150017	21-T12-116	Non-Exempt (N/A) - N/A	2025
San Mateo	Pacifica	Manor Drive Overcrossing and Milagra On Ramp	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing over Hwy 1 at Manor Drive and install traffic signals to better facilitate traffic. The project will also look at an on ramp option at Milagra Dr.	SM-170004	21-T06-030	Non-Exempt (N/A) - N/A	2030
San Mateo	San Mateo	US 101/Peninsula Avenue Interchange Improvements	San Mateo: US-101 at Peninsula Ave and East Poplar Ave: Convert a partial interchange to a full interchange by adding new southbound on- and off-ramps and closing the southbound on- and off-ramps at East Poplar Avenue. The Project will improve safety by facilitating the closure of the Poplar on and off ramps which have a higher than average accident rate. It will improve local circulation for all modes in the project area by converting what is currently a partial interchange to a full interchange. Eliminates the circuitous travel patterns from S/B 101 to east of 101. Improves access into north San Mateo and south Burlingame residential and business destinations. Improves bicyclist and pedestrian circulation within the project limit.	SM-170011	21-T06-027	Non-Exempt (N/A) - N/A	2030

List of 2025 TIP Projects by County and Air Quality Status							
San Mateo	Caltrain	Peninsula Corridor Electrification Expansion	Caltrain: Electric Multiple Unit (EMU) fleet: Expand fleet through procurement of an additional 40 vehicles. This will build on the initial procurement of 96 EMUs through the Peninsula Corridor Electrification Project, which is fully funded and underway. This includes minor modifications to lengthen some station platforms to accommodate 8-car EMU's as well as wayside bike improvements.	SM-190002	21-T11-107	Non-Exempt (N/A) - N/A	2040
San Mateo	SamTrans	SamTrans Express Bus Service	San Mateo, San Francisco and Santa Clara Counties: On the US-101 Corridor between 1) Sunnyvale and San Bruno BART station, 2) Foster City and San Francisco, 3)Redwood City and San Francisco, and 4) San Mateo and San Francisco: Implement a network of four express bus routes. The launch of express bus service is envisioned to occur in conjunction with the opening of the managed lane on US-101 in San Mateo County. The project entails procuring a fleet of Electric buses, and related charging infrastructure to run the service, as well as associated bus stop and park-and-ride lot improvements. Other State funds are LCTOP	SM-190003	21-T12-119	Non-Exempt (N/A) - N/A	2030
San Mateo	CCAG	US-101 Managed Lanes North of I-380	San Mateo and San Francisco counties: On US-101 from I-380 to logical termini near the SM/SF County Line: Install managed lane (HOV or Express Lane) in each direction. SMCTA is co-sponsoring the project. Alternatives include (minimum) converting inside travel lane in each direction to managed lane and maintaining standard shoulder widths to the extent feasible plus outside widening to accommodate auxiliary lanes as necessary or (maximum) adding a lane in each direction and modifying under/over crossings and overheads of existing structures where necessary. Post Miles are SM 19.2/26.1 and SF 0.0/0.5.	SM-190009	21-T12-116	Non-Exempt (N/A) - N/A	2030
San Mateo	Millbrae	Widen Millbrae Avenue	Millbrae: Millbrae Avenue between Rollins Road and US101 Southbound On Ramp: Widen roadway/overpass and resurface the intersection of Millbrae Avenue and Rollins Road. Repairs include: AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, install new sidewalk, replacing pavement markings and traffic signal detection devices including additional striping for class 2/4 bike trail for future connections to Old Bayshore Highway.	SM-210001	21-T07-056	Non-Exempt (N/A) - N/A	Not Modeled
San Mateo	CCAG	US 101/SR 92 Interchange Direct Connector Project	The project proposes to create a dedicated connection between State Route (SR) 92 and US 101 express lanes. This new connection would operate like the express lanes recently opened on US 101 in San Mateo County. Currently, there is no existing High Occupancy Vehicle (HOV) direct connector between US 101 express lanes and SR 92 that might provide incentives for carpool or bus use.	SM-250201	21-T06-027	Non-Exempt (N/A) - N/A	2040
Santa Clara	VTA	BART - Berryessa to San Jose Extension	San Jose: Six miles from Berryessa Station in north San Jose to Santa Clara: Extend BART by constructing 4 new stations, a tunnel through downtown San Jose, and a new maintenance / storage yard in Santa Clara. The project constructs new track and dedicated guideway, power systems, signal systems, and purchases new vehicles. The project also includes upgrades to the existing BART system, that are required to extend operations to San Jose/Santa Clara. Other State funds are TIRCP. PBA2050 ID is 21-T11-109	BRT030001	21-T11-109	Non-Exempt (N/A) - N/A	2030
Santa Clara	VTA	Eastridge to BART Regional Connector (EBRC)	In Santa Clara County, in the City of San Jose. This project will extend the existing Capitol Light Rail (LR) system by 2.4 miles from Alum Rock LR Station to Eastridge Transit Center. This extension will include an elevated rail station at Story Road with a pedestrian overcrossing, and a ground level station at the Eastridge Transit Center. Also, includes installation of two traction power substations to power the light rail system.	SCL050009	21-T10-087	Non-Exempt (N/A) - N/A	2030
Santa Clara	VTA	SR 152 New Trade Corridor	Santa Clara/ San Benito counties: SR152 between US101 and SR156: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties, widening US 101 from Monterey Street to the SR 25/US 101 Interchange, modifying the existing SR 152/ SR 156 Interchange, and evaluating "corridor management" strategies for potential traffic users and roadway pricing.	SCL090016	21-T06-042	Non-Exempt (N/A) - N/A	Not Modeled
Santa Clara	Santa Clara Co	Montague Expwy Widening - Trade Zone-Great Mall	In Santa Clara County: Widen Montague Expressway to 8 lanes between Trade Zone and Great Mall Blvd: Designate new lanes between Trade Zone and Great Mall Blvd as HOV lanes.	SCL090017	21-T07-056	Non-Exempt (N/A) - N/A	2030
Santa Clara	VTA	SR 85 Express Lanes	Santa Clara County: On SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View including the US 101/SR 85 HOV direct connectors and approaches: Implement roadway pricing. Convert the existing HOV lanes on SR 85 in both directions from US 101 in South San Jose to US 101 in Mountain View to Express Lanes, including the US 101/SR 85 HOV direct connectors in South San Jose, add a second Express Lane in both directions between SR 87 and I-280, and add an auxiliary lane on SR 85 NB from existing South De Anza Boulevard on-ramp to Stevens Creek Boulevard off-ramp. The Silicon Valley Express Lanes Phase 3 project includes the conversion of carpool lanes to express lanes on SR-85 from SR237/Grant Road to the US 101/SR-85 Interchange in Mountain View including the existing US101/SR-85 carpool lane-to-carpool lane direct connector ramps. Deliver milestones reflect phase 4 of project.	SCL090030	21-T12-116	Non-Exempt (N/A) - N/A	2030
Santa Clara	VTA	Santa Clara County - US 101 Express Lanes	In Santa Clara County: Implement roadway pricing on US 101 carpool lane. Convert existing US 101 HOV lanes in both directions from Cochrane Avenue to the San Mateo County Line to Express Lanes, including the US 101/SR 85 HOV direct connectors in Mountain View, add a second Express Lane in both directions from Cochrane Road to SR 85 in San Jose and from Blossom Hill Road to Fair Oaks Avenue, convert the second HOV lanes in both directions from Shoreline Boulevard to south of Oregon Expressway to Express Lanes, and add auxiliary lanes at various locations. Construct new Express Lanes from Cochrane Ave to East Dunne Ave in Morgan Hill. The Silicon Valley Express Lanes Phase 3 project includes the conversion of single carpool lanes to express lanes on US101 from near SR-237 to SR-85 in Mountain View and the conversion of double carpool lanes to double Express Lanes on US101 from the US101/SR-85 interchange in Mountain View to near the San Mateo County line in Palo Alto.	SCL110002	21-T12-116	Non-Exempt (N/A) - N/A	2025
Santa Clara	San Jose	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: widen, partially realign, and extend Autumn Street between Coleman and Park Avenue, approximately 1.1 miles.	SCL110006	21-T07-056	Non-Exempt (N/A) - N/A	2050

List of 2025 TIP Projects by County and Air Quality Status							
Santa Clara	San Jose	US 101/Old Oakland Road Interchange improvements	Oakland Rd from Commercial St to US 101: Widen roadway including the overcrossing to 8 lanes Commercial St from Oakland Rd to Berryessa Rd: Widen to add turn lanes Commercial St from Berryessa Rd to Mabury Rd: Extend roadway: US 101 on-ramps and off ramps: Widen to 3 lanes Various locations in area: modify signals	SCL190001	21-T06-028	Non-Exempt (N/A) - N/A	Not Modeled
Santa Clara	VTa	US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp	San Jose: US101 at Zanker Rd/Skyport Dr./N. 4th St: Construct a new overcrossing over US 101 connecting Zanker Rd to Skyport Dr-N. Fourth St to create a new north-south corridor parallel to N. First St and modify existing US 101 on and off-ramps. Consolidate northbound US 101 ramps from Old Bayshore Blvd. to Brokaw Road/North First Street to new ramps at Bering Drive.	SCL190007	21-T06-028	Non-Exempt (N/A) - N/A	2030
Santa Clara	Milpitas	Calaveras Boulevard Improvements	Milpitas: Calaveras Blvd. (SR-237) overpass at UPRR tracks from Abel St to Town Center Blvd: Widen from 4 to 6 lanes and modify signing, striping and signals	SCL190009	21-T07-056	Non-Exempt (N/A) - N/A	2040
Santa Clara	VTa	US 101/Buena Vista Avenue Interchange Improvement	Gilroy: At Buena Vista Ave. overcrossing at US 101: Provide southbound on-ramp flyover structure to accommodate a braided ramp with exist. CHP Station Facility off-ramp, auxiliary lanes and bike/pedestrian facilities on the new overcrossing.	SCL190010	21-T06-028	Non-Exempt (N/A) - N/A	2030
Santa Clara	VTa	SR 17 Congestion Relief in Los Gatos	Los Gatos: On both direction of SR 17 from Lark Ave to south of SR 9 interchange and along SR-17 area: Operational improvements including modifying the SR17/SR9 off-ramps into signalized T intersections, widening SR-17, implementing advance transportation technology, and installing traffic signal control systems, traveler information systems and ramp meters.	SCL190014	21-T06-032	Non-Exempt (N/A) - N/A	2030
Santa Clara	Caltrans	SCL-SM I-280 Pavement Preserv. and HOV Extension	Santa Clara and San Mateo Counties: On I-280 from Foothill Blvd(PM 11.5 in Santa Clara County) to 0.5 mile north of Sand Hill Rd(PM R2.1 in San Mateo County): Pavement rehabilitation On SB I-280 from near Magdalena Ave south 3300 ft to existing HOV lane: Extend HOV lane	SCL190034	21-T06-016	Non-Exempt (N/A) - N/A	2025
Santa Clara	San Jose	Julian and St. James Couplet Conversion	San Jose: Along Julian St from Market St to 3rd St, St James St from Market St to 4th St, 3rd St from Julian St to St. John St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks.	SCL210026	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	2030
Santa Clara	Milpitas	South Milpitas Blvd Extension and Bridge	Milpitas: S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge. The vehicular bridge is part of the Metro Area Specific Plan circulation infrastructure plan to provide vehicular, bicycle and pedestrian connectivity between Metro developments, Milpitas BART Station, Great Mall and surrounding residential developments.	SCL210035	21-T07-056	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Santa Clara	VTa	US 101/SR 25/Santa Teresa Boulevard Extension	Gilroy: Santa Teresa Boulevard from just north of the existing terminus at Castro Valley to the US 101/SR 25 Interchange: Extend roadway including bike lanes in both directions and reconstruct the Santa Teresa Boulevard/Castro Valley Road Intersection.	SCL230201	(blank)	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Santa Clara	San Jose	Story Keyes Complete Streets	The Story-Keyes Complete Streets Project spans 2.3 miles from 3rd Street to King Road, serving a regional commercial hub and multiple MTC Priority Development Areas. The project adds raised bikeways, protected intersections, transit boarding islands, wayfinding, micromobility stations, green stormwater infrastructure, and pedestrian-scale lighting and other improvements for bicyclists, pedestrians, and transit riders. Bus-only lanes are a potential element on the wider Story Road.	SCL230210	21-T08-060	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Santa Clara	Gilroy	Tenth Street Bridge at Uvas Creek	The project will construct a new bridge over Uvas Creek to connect two segments of Tenth Street. It will include two vehicular traffic lanes, a median, buffered bicycle lanes, and sidewalks on both sides. Tenth Street and Uvas Park Drive will be raised on the approach embankments. The project includes a breezeway bridge to allow users of the Uvas Creek Levee Trail to pass unimpeded under Tenth Street. To accommodate the realignment of Tenth Street and improve safety, the curb returns and driveway at Gilroy High School will be reconstructed to match grades and connect sidewalks. A roundabout will also be constructed at Tenth Street/Uvas Park Drive. Tenth Street improvements will include sidewalks, bikeways, crosswalks, restriping, signing, curb-and-gutter, storm drain, lighting, and repaving.	SCL250204	21-T07-056	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Improvements	Fairfield: Capitol Corridor: Project includes 800-foot passenger platform, covered passenger waiting areas, train/bus passenger transfer area including bus passenger transfer facility, park & ride lot, overcrossing and pedestrian undercrossing, traveler information kiosk.	SOL030002	21-T11-115	Non-Exempt (N/A) - N/A	2025
Solano	Dixon	Parkway Blvd/UPRR Grade Separation	Dixon: Parkway Blvd from Valley Glen Dr. to Pitt School Rd.: Construct new 4 lane roadway ad overcrossing at UPRR & Porter Rd connecting the southeast to the southwest side of town. The overpass will connect to a future 4-lane roadway with both pedestrian and bicycle access. Project to also include permanent closure of the nearby at-grade railroad crossing on Pitt School Road. Scope of work includes right-of-way acquisition, environmental processing, underground utilities, drainage, barricades and fencing for at-grade closure, reconstruction of existing roadways and widening of shoulders to accommodate the new overpass.	SOL050009	21-T07-056	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project	Not Modeled
Solano	STA	I-80/I-680/SR 12 Interchange Improvements	Fairfield: I-80/I-680/Route 12 IC: Improve widen I-80 and I-680 as well as improve the connections from westbound I-80 to I-680 and SR12 (West) directly connect northbound I-680 and SR12 (West) connect the I-80/Red Top Road interchange with Business Center Drive and construct or improve interchanges at SR12 (West)/Red Top Road, I-80/Red Top Road, I-80/Green Valley Road, and I-680//Red Top Road. A third eastbound lane would be added to SR12 (East) from the Chadbourne Road on ramp to the Webster Street off ramp.	SOL070020	21-T06-015	Non-Exempt (N/A) - N/A	2040

List of 2025 TIP Projects by County and Air Quality Status							
Solano	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn center lane and widen to add one lane in each direction. Add bike lanes on each side of the road for the entire length of the project and a transit improvements near SR37 to compliment STA's Solano Express expansion plans. Project is phased: Bike lanes, bus stop improvements, and intersection signalization improvements are scheduled be completed within the TIP period, expansion elements are scheduled to be completed after 2030	SOL090015	21-T06-015	Non-Exempt (N/A) - N/A	2030
Solano	MTC	Solano I-80 Managed Lanes	Solano County: I-80 from Red Top Rd to I-505: Convert existing HOV to Managed Lane I-80 from Air Base Parkway to I-505: Construct new Managed Lanes by widening to add an express lane in each direction. BATA Project Savings are for non-federally participating BAIFA and STA project elements.	SOL110001	21-T12-116	Non-Exempt (N/A) - N/A	2025
Solano	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	Solano County: Jepson Parkway: upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Remaining segments to construct are: Vanden from Peabody to Leisure Town Walters Road Extension Leisure Town from Vanden to Alamo Leisure Town from Alamo to Orange. One EIR/EIS provides environmental clearance for the remaining segments.	SOL110004	21-T07-056	Non-Exempt (N/A) - N/A	2030
Solano	STA	Jepson: Leisure Town Road Phase 1B and 1C	Vacaville: Leisure Town Road from Elmira Road to south side of Ulatis Creek: (Phase 1B funded) widen to 4 lanes with center median; add west linear setback, multiuse sidewalk, two new signal installations, and a new sewer junction structure; along with storm drain improvements, as well as hydrant and utility relocations. Leisure Town Road from south side of Ulatis Creek to Horse Creek: (Phase 1C unfunded) widen to 4 lanes, with west side setback landscaping and multiuse sidewalk, median, dependent on developer timing and funding. Phase project to comply with budget.	SOL110006	21-T07-056	Non-Exempt (N/A) - N/A	2030
Solano	Fairfield	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center: 3rd parking structure of 600 or more spaces at the site and construction of direct bus access, multi-use trail, as well as other ped and bike access improvements.	SOL110007	21-T10-093	Non-Exempt (N/A) - N/A	Not Modeled
Sonoma	SCTA	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma: convert expressway to freeway Between Lakeville Highway and East Washington Street: Construct NB auxiliary lane, and widen to 6 lanes for HOV lanes. Programming in SON070004 is for MSN project in Sonoma County. For Marin project programming, see MRN050034. Earmark programmed on SON070004 for Sonoma County. Includes T-21 Demo #1340 (#3.1M of \$5.6M), SAFETEA-LU HPP Earmark #1767 (\$375K of \$400K), SAFETEA-LU HPP Earmark #3763 (\$50K of \$500K), SAFTEA-LU HPP Earmark #3762 (\$2,662K of \$15M).	SON070004	21-T06-029	Non-Exempt (N/A) - N/A	2040
Exempt Projects							
Alameda	ACE	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	ALA010056	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
Alameda	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian: Additional Northbound left turn lane from Hesperian Blvd. to E. 14th St, additional Eastbound left turn lane from E.14th St. to 150th Ave and additional Southbound lane on E. 14th from Hesperian to 150th Ave. Other roadway improvements to improve traffic circulation and reduce delay time.	ALA050002	21-T07-056	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Alameda	ACTC	I-80 Gilman Interchange Improvements	Berkeley: On Gilman Ave at I-80: Reconfigure interchange. The dual roundabout will provide appropriate traffic control for all intersections within the I-80 Gilman Interchange area. The roundabout on the east side of the interchange will have a combination of two and one lanes as appropriate to maximize throughput based on forecast traffic volumes. It includes an exit and entrance for the Eastshore Highway (frontage road) on both sides, an entrance to the eastbound I-80 on-ramp, and an exit from the I-80 eastbound off-ramp. Also, a bypass lane from the off-ramp is provided for the southbound movement to the Eastshore Highway. The west roundabout, similar to the east roundabout, will have a combination of one and two travel lanes, as appropriate. It contains an entrance and exit to the West Frontage Road on the south side, an entrance to the I-80 westbound on-ramp, and an exit from the I-80 westbound off-ramp. EARMARK- HBRR- #1744 I-80. The bicycle/ pedestrian components of the full project include a new overcrossing structure dedicated to pedestrians and bicyclists plus segments of Class I Trail and Class IV bikeway that provide access to/from the overcrossing. The construction will be delivered in 2 phases. Phase 1 includes the construction of the new bicycle/pedestrian overcrossing over I-80. Phase 2 includes the construction of the double roundabout and roadway access to and from the roundabouts connecting surrounding facilities.	ALA050079	21-T09-061	Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment	Not Modeled
Alameda	Alameda County	Fruitvale Ave Roadway Bridge Lifeline	Alameda County: Fruitvale Roadway Bridge: Retrofit bridge to a lifeline facility and provide vital access between City of Alameda and City of Oakland in the event of a major earthquake	ALA090023	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Alameda	BART	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	ALA090065	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled
Alameda	ACTC	Alameda County Safe Routes to Schools	In Alameda County: Countywide: Safe Routes to Schools Program including education and outreach efforts in various elementary, middle, and high schools (grades K-12), along with ridesharing and project development activities. Includes cycle 4 ATP-funded, "Alameda County School Travel Opportunities Program" to bring education and encouragement activities to 70 new schools that have not previously had SR2S program.	ALA110033	21-EN09-132	Exempt (40 CFR 93.126) - Other - Grants for training and research programs	Not Modeled
Alameda	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge. Project includes bike ped connection to adjacent trails. (Other State are Coastal Conservancy Funds)	ALA130003	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Alameda County	Alameda Co-Various Streets and Roads Preservation	Unincorporated Alameda County: 164th Ave from Foothill Blvd to Liberty Street, Foothill Blvd from 164th Ave to John Dr, Stanley Blvd from Isabel Ave to CL, Bruns Rd from Kelso Rd to County LL, Kelso Rd from Mountain House Rd to County LL, Grove Way from Tanglewood to Redwood Rd, Lake Chabot Rd from Fairmont to Quail Ave, A Street from Knox St to Hayward City Limit, Liberty Street from Fairmont Dr to 170th Ave, Vasco Rd from Dalton Ave to Landfill Entrance: Rehabilitate pavement including key cutting, milling, base repairs, asphalt concrete placement, pedestrian ramps, curb, gutter, signing and striping.	ALA130018	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Alameda	MTC	West Oakland Link	In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: The West Oakland Link bike/ped path will connect the communities of West Oakland, Oakland, and other East Bay cities to the new East Span of the San Francisco Oakland Bay Bridge. The trail will is part of the regional Bay Trail.	ALA130030	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	ACTC	I-80/Ashby Avenue Interchange Improvements	Alameda County: I-80/Ashby IC: Reconstruct the Interchange. The proposed interchange elements include construction of a new bridge to replace the existing bridge and reconstruction of the interchange, construction of a new stand-alone bike & pedestrian overcrossing structure over the I-80 and provide access to Bay Trail from 65th Street, relocate frontage road, construct signal, ramp metering, lighting and landscaping. The bike & pedestrian overcrossing may be advanced as Phase 1. Cost for bike Ped elements is estimated at roughly \$40M, June 2021.	ALA170002	21-T09-061	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Alameda	Oakland	Oakland - 14th Street Safe Routes in the City	Oakland: On 14th St between Brush St and Oak St: Reduce travel lanes from four (4) to two (2) add Class IV protected bicycle lanes separated from travel by curbs and parked cars pave bike lane where necessary implement transit boarding island improve pedestrian facilities including pedestrian refuges, marked crossings, retimed signals and implement storm drain rain gardens.	ALA170043	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	ACE	ACE Fixed Guideway (Capitalized Maintenance)	ACE: Along ACE Corridor: Capitalized Maintenance payments required to operate along Host Railroad's corridor. Capitalized Maintenance payments will go to the Host Railroad for annual track and signal maintenance costs.	ALA170048	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Alameda	Alameda	Central Avenue Safety Improvements	Alameda: On Central Ave from Main St to Sherman St: Implement multimodal street improvements including reduction from 4 to 3 lanes, a center turn lane, bike lanes, a 2-way separated bikeway adjacent to 3 schools, roundabouts including at Central/Fourth/Ballena with OBAG3 funding, Central/Third/Taylor and Central/Main/Pacific, curb extensions, pedestrian refuge islands, rectangular rapid-flash beacons, new crosswalks and street trees/rain gardens. This Central Avenue project creates a comprehensive multimodal street between Main Street/Pacific Avenue and Encinal Avenue/Sherman Street, which is 1.7 miles in length and runs through the center of town. Central Avenue connects the Naval Air Station (NAS) Alameda PDA, a ferry terminal, a second proposed ferry terminal, various AC Transit bus lines, commercial and residential areas, the City's largest municipal park, Washington Park, and students biking and walking to/from several neighborhood/charter/magnet schools with an estimated enrollment of 5,000 students. Caltrans jurisdiction covers the east end totaling 0.75 miles as SR-61. The San Francisco Bay Trail covers the west totaling 0.75 miles. The project will achieve the following goals: -Allows for a safer street within a neighborhood heavily concentrated with schools, and includes a center turn lane, which the Federal Highway Administration deems has substantial safety benefits when reducing travel lanes from four to three -Constructs bike lanes or a cycle track compared to only 12 percent that is currently with a bike/pedestrian path -Makes it easier and safer for people to walk across Central Avenue with new traffic lights, curb extensions, pedestrian refuge islands, rectangular rapid fire beacons and new crosswalks at key intersections - Improves the streetscape with street trees, gateway features and rain gardens -Improves bicycle and pedestrian access along the San Francisco Bay Trail and -Provides accessible curb ramps and six accessible on-street parking spaces.	ALA170049	21-T07-056	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Alameda	Oakland	Fruitvale Alive Bike/Ped Gap Closure	In Oakland: On Fruitvale Ave between Alameda Ave and E. 12th: Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve pedestrian crossings, add pedestrian scale lighting, reconfiguring/removing auxiliary and slip lanes to increase safety no road diet.	ALA170051	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Alameda	MTC	I-880 Integrated Corridor Management - Central	Alameda County: I-880 Corridor from Davis Street in San Leandro to Whipple Road in Union City: Building on the ICM work being done in the northern segment of the I-880 corridor, the I-880 ICM Central Alameda Project will identify how existing and planned incident management strategies and operations can be better coordinated and integrated across networks and jurisdictional boundaries in the central segment of the I-880 Corridor. Phase I: Along San Leandro Blvd and Washington Ave from West Juana Ave and Lewelling Blvd: Implement an integrated corridor management system	ALA170057	21-T07-057	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Alameda	Caltrans	GL: Alameda and Marin Counties - TOS-Mobility	Alameda and Marin Counties: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories - Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Lighting improvements, Emergency truck pullovers, Interchange reconfiguration projects Includes ramp metering and TOS Elements on I-580, I-680 and I-880 in Alameda County and US-101 in Marin County	ALA170060	21-T06-048	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Oakland	Lakeside Family Streets	Oakland: On Harrison St between 20th Street and 27th Street, and along Grand Ave from west of Harrison to east of Bay Place: Install cycle track, parking protected bikeways and protected intersection. On Harrison between Grand and 27th St: implement parking protected bikeway and sidewalk extension. The project includes crosswalk enhancements, install/upgrade of ADA compliant curb ramps, and intersection improvements.	ALA170063	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Hayward	Hayward - Main Street Complete Street	Hayward: On Main Street between Mc Keever and D Street: reduce roadway from 4 to 3 lanes (Road Diet with center turn lane), add bulb-outs (curb extensions) at intersections, add Class II green bike lanes for visibility, improve ADA access with new curb ramps, new sidewalks, create on-street parking opportunities that provide door zone protection for bicyclists, and resurface roadway and restripe. AC Transit routes will continue to operate on Main Street and accommodations for the transit stops will be provided along the street.	ALA170065	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Berkeley	Southside Complete Streets and Transit Improvement	Berkeley: Various locations south of UC Berkeley: Construct two-way cycle tracks, signal modifications, transit improvements, loading zone modifications, pedestrian safety improvements, and pavement rehabilitation. Project includes two-way cycle tracks on Dana St from Dwight Way to Bancroft Way, on Bancroft from Milvia St to Piedmont Ave, and on Fulton St from Dwight Way to Bancroft Way, and the associated signal modifications on Dana St, Bancroft Way, and Fulton St; transit improvements on Bancroft Way from College Ave to Shattuck Ave including a dedicated bus lane; commercial and passenger loading zone and disabled placard blue zone improvements throughout the project area; pedestrian safety improvements at various intersections including protected pedestrian crossing phases, high-visibility crosswalks, refuge islands, new and upgraded ADA curb ramps, and intersection modifications at Bancroft Way/Fulton St; and pavement rehabilitation on Dana St between Dwight Way and Bancroft Way, on segments of Bancroft Way between Piedmont Ave and Milvia St, and on Fulton St between Dwight Way and Bancroft Way.	ALA170067	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Alameda	Clement Avenue Complete Streets	Alameda: On Clement Avenue between Broadway and Grand St: Create a comprehensive multimodal street between Broadway and Grand Street, which is 1.2 miles in length and at a gateway location for the city in the Northern Waterfront PDA making it easier to connect to Fruitvale BART, Oakland and beyond. The project will maximize the efficiency of the Miller-Sweeney Bridge, which is one of only five ways on/off the island, and will transform this 48-50 foot street from industrial railroad blight to a best practices multimodal corridor.*Complete Street Project*1) Bikeway-Installs Class IV bikeway Provides bike boxes with green pavement Installs bike signals at the Park Street/Clement Avenue intersection,2) Walkway-Widens sidewalks at locations narrowed by utility poles and trees to provide a continuous accessible path of travel Upgrades curb ramps to ensure compliance with the Americans with Disabilities Act Installs high visibility marked crosswalks, rectangular rapid flashing beacons and curb extensions,3) Safety-Improves lighting at marked crosswalks along the corridor,4) Railroad Remnants-Removes the abandoned railroad tracks down the center of the street and the remaining railway signs. Resurfaces the pavement at the railroad track removal area,5) Parking-Installs accessible on-street parking spaces Requires parking restrictions at key intersections to increase visibility and to allow for improved turning radii for trucks Removes parking at pinch points to provide a continuous path of travel where the sidewalk width is less than 36 inches,6) Driveways-Improves driveways to reduce vehicle encroachment into the sidewalk,7) Truck Access-Provides adequate travel lane widths, turning radii and loading zones for deliveries, and8) Streetscape-Installs street trees, bike racks, gateway features and wayfinding signs.	ALA170073	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Alameda	Alameda Grand St Pavement Rehab and Safety Imps	Alameda: Grand Street, Shore Line Drive to Otis Drive (0.3 miles): Resurface project street; perform minor maintenance repair to curbs, gutters, culverts, and curb ramps; install Class IV bikeway; install Rectangular Rapid Flash Beacon (RRFB) and marked crosswalks; enhance transit stops. This project helps protect and maintain city street surfaces, improve safety and mobility for all users and improve storm water surface drainage.	ALA170074	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Alameda	Fremont	Centerville Complete Streets of Relinquished SR84	Fremont: Thornton Ave (San Pedro Drive/Dondero Way to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Convert the "Phase 1" portions of the relinquished SR 84 in Fremont into multimodal complete streets, with narrower lanes, curb extensions, reduced curb radii, ADA curb ramp upgrades, buffered bike lanes and improved sidewalks, intersections and ped crossing facilities, pavement rehabilitation, landscape / streetscape improvements, the addition of on-street parking between Thornton Avenue and Bonde Way, and left turn pockets. On Peralta Blvd (Fremont Blvd to approx. 0.1 miles east): Reduce lanes from two in each direction to one.	ALA170076	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	ACE	ACE: Railcar Midlife Overhaul	ACE: System-wide: Perform midlife overhaul of existing ACE railcars to extend useful life. The railcars being rehabilitated are approaching 20 years of service. Overhauling these railcars will increase the life of each car by over 25 years.	ALA170079	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
Alameda	ACTC	7th Street Grade Separation East	Oakland: 7th St and rail tracks between I-880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St substandard underpass on an adjacent alignment, rail tracks, and other rail infrastructure at the Union Pacific Railroad (UPRR) tracks that maximizes the operation of the Port's overall roadway system to provide traffic management benefits. No through lanes will be added. The existing multi-use path along 7th Street (part of the Bay Area trail) will be improved and brought up to standard. Due to the delay in PFIP funding availability, Alameda CTC is planning on requesting LONP to align it with other funds programmed in FY 22/23, pending Caltrans's guidance.	ALA170085	21-T07-055	Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Albany	San Pablo Ave and Buchanan St Pedestrian Imps.	Albany: San Pablo/Portland intersection: Install Rapid Flashing Pedestrian Beacons. Taylor St./Buchanan Street intersection: Install a Pedestrian Hybrid signal. Marin Avenue and Buchanan Street merge: Realign merging roadways and the create a pocket park within the new realignment. The project will be delivered in three phases: Phase I scope includes Brighton to Portland and will be delivered in FY 2023-24. Detailed Phase I Project (CIP No. 24001) elements include: Pedestrian refuge areas at Garfield Avenue, and Portland Avenue. High visibility crosswalks at Brighton Avenue, Garfield Avenue, Castro Street and Portland Avenue. Pedestrian signals at Brighton Avenue. New ADA compliant curb ramps at Brighton Avenue, Garfield Avenue, Castro Street, and Portland Avenue. New rapid flashing pedestrian beacon at Castro and Portland Avenue. Pedestrian safety improvements at Clay Street, including high visibility crosswalks and pedestrian refuge island, has been incorporated into the Alameda CTC's San Pablo Safety and Bus Bulb Improvements (ALA230009). Phase II of the San Pablo Pedestrian Improvements Project is at Washington Ave and will include full signal installation and curb ramp improvements for the Washington Avenue intersection. This work has also been incorporated into Alameda CTC's aforementioned project/TIP. Phase 3 is for Buchanan Ave and would include improved signage and high visibility crosswalks at the Solano Avenue/Buchanan Avenue intersection, the Pierce Buchanan intersection, and the Taylor/Buchanan intersection, and realignment of the Buchanan/Marin intersection to improve traffic flow.	ALA170088	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Alameda County	Alameda County Complete Street Improvements	Alameda County: Various locations: Bicycle and ped safety improvements including a bridge replacement to accommodate sidewalk installation along Meekland Avenue from West Blossom Way to East Lewelling Blvd in the Cherryland Community with ADA curb ramp upgrades, rain gardens and landscape trees, new drainage inlets, and utility relocation. Add new location East Lewelling Blvd from Meekland Ave to E.14th street with Class II Buffered bike lanes, Class IV Bikeway, and sidewalk. Add new location Anita Avenue from Somerset Ave to Castro Valley Blvd with new sidewalk, RRFB, Bulb-Outs, Enhanced crosswalks	ALA190019	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Pleasanton	I-680/Sunol Interchange Improvements	Pleasanton: At the I-680/Sunol Blvd Interchange. Add 3 new traffic signals at the on/off ramps and at Castlewood Dr.; add 2 new on-ramp lanes (1 multipurpose and 1 HOV); add new protected bike facilities; add a paved pathway for pedestrians and bicyclists; add a new protected intersection at Arlington Rd/ Sunol Blvd.; and widen the bridge on I-680 over Sunol Blvd. to accommodate lane acceleration, sound walls, and lane striping. Widening is limited to the ramp and no additional lanes will be added to the mainline of either roadway.	ALA190020	21-T06-021	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Alameda	Alameda County	Niles Canyon Trail, Phase I	Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail. The multi-use trail will serve walkers and bikers users who seek to both recreate and commute through Niles Canyon between the Niles District and the Town of Sunol. The Niles trail project includes three phases between the following geographic limits: Phase I - The District of Niles near Vallejo Mill to Palomares Road Phase II - Palomares Road to Brightside railroad yard Phase III - Brightside railroad yard to the railroad station within the Town of Sunol. Phases II and III will be added to future TIP listings if needed. Total cost of all three phases is approximately \$105M (2019 \$)	ALA190021	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Alameda County	E14th St/Mission Blvd Corridor Improvements	Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor. Project includes new sidewalks, intersection bulb-outs, Class IV bikeways, landscaping, bus boarding islands, pavement resurfacing. No general purpose automobile travel lanes will be added or removed.	ALA190022	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Union C Transit	Union City Transit: COVID-19 Emergency Transit Ops	Union City Transit: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including administrative leave removal of health and safety hazards, such as additional vehicle and facilities cleanings costs associated with shutting down and/or restarting service materials like hand sanitizer, gloves, soap, and cleaners emergency protective gear relevant to the emergency temporary service, that is not part of regular service, provided in response to the emergency and essential delivery services.	ALA190027	21-T01-001	Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125)	Not Modeled
Alameda	Union C Transit	Union City Transit Electric Bus Procurement	Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses. Union City Transit (UCT) has fourteen (14) compressed natural gas (CNG) heavy-duty transit buses that have exceeded and/or are nearing end of useful life and are eligible for replacement beginning in 2020, 2022, and 2024. The vehicles are requiring expensive repairs to components that are at the end of useful life. Instead of constantly investing in new components, UCT is seeking funding to migrate its fleet towards zero-emission vehicles. The fourteen (14) UCT vehicle stalls will require modification in order to accommodate vehicle charging, this will be an expansion within the existing facilities without increasing the parking footprint. This project will familiarize Union City Transit with electric vehicles in advance of future procurements to replace its remaining four (4) CNG heavy-duty transit buses by 2028 and to ultimately convert the entire fixed-route and demand-response fleets by 2030.	ALA190029	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	Oakland	Oakland 7th Street Connection Improvements	Oakland: 7th St between Mandela Parkway and Martin Luther King Jr. Way: Implement complete streets improvements that reduce vehicle travel lanes and installs protected bicycle lanes, traffic signal upgrades curb ramps, accessibility enhancements, transit boarding islands, pedestrian refuge islands, sidewalk repairs, and new carbon-capturing street trees. Closes a critical gap for people walking, biking, and connecting to transit between West Oakland and Downtown. The project will also install a road diet between Mandela and Adeline(currently 4 lanes 2 in each direction, after project 2 lanes, 1 each way) and between Adeline and MLK Jr. (currently 6 lanes, 3 in each direction with turn lanes under I-980, after project 4 lanes, 2 in each direction). This project is being coordinated with the HSIP 9 project (H9-04-022) at the 7th/Filbert intersection.	ALA210001	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Alameda	Oakland	East Oakland Neighborhood Bike Routes	Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements including construction of four Class III bicycle boulevards in East Oakland Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland. Project implements roadway and intersection improvements including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications. Neighborhood bike routes on four corridors in East Oakland to make crossing arterials safer and more comfortable, linking residents to schools, parks, transit, grocery stores and other community destinations.	ALA210002	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	ACE	ACE Capital Access Fee	ACE: Along ACE Corridor: Capital Lease payments required to operate along Host Railroad's corridor.	ALA210008	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Alameda	ACE	ACE Revenue Vehicle Communication Equipment	ACE: Fleetwide: Replace and upgrade ACE on-board communication equipment , including geolocation systems, radios, computers, and passenger information and communication equipment.	ALA210009	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled
Alameda	AC Transit	AC Transit: Purchase 9 60ft Articulated Fuel Cell	AC Transit: Articulated Bus Fleet: Replace (9) Van Hool Articulated Diesel Buses that are at the end of its useful life with (9) Articulated Fuel Cell Buses.	ALA210011	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	AC Transit	AC Transit: Purchase 50 40-ft Diesel Buses	AC Transit: Diesel bus fleet: Replace 41 30ft 2006 Buses and 20 40ft 2008 Buses with 50 40ft Diesel Buses	ALA210012	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	Fremont	Fremont Blvd/Walnut Ave Protected Intersection	Fremont: At the intersection of Fremont Boulevard and Walnut Avenue: Construct a new protected intersection including removal of existing right turn slip lanes, elevated/extended curb returns, high visibility crosswalks, intersection lane reconfiguration, and traffic signal replacement. The project will also install new video-based traffic and bicycle detection at the various approaches. The project will connect to existing elevated/separated Class IV bikeways and sidewalks along Walnut Avenue and Fremont Boulevard, connecting nearby high-density residential complexes to nearby commercial centers, job centers, recreational destinations, social services, and high-quality transit (Fremont BART station).	ALA210014	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Fremont	Fremont Blvd-Grimmer Blvd Protected Intersection	Fremont: At the Fremont/Grimmer and Fremont/Eugene intersections: Construct protected intersections, as well as elevated bikeway between the two intersections along Fremont Boulevard including removal of existing right turn slip lanes, elevated/extended curb returns, high visibility crosswalks, intersection lane reconfiguration, and traffic signal replacement. The project will also install new video-based traffic and bicycle detection at the various approaches. The project will connect to a proposed Class I multipurpose trail (currently under design) along Grimmer Boulevard, connecting nearby high-density residential complexes to nearby commercial centers, job centers, recreational destinations, and high-quality transit (future Irvington BART station).	ALA210015	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	Oakland: On International Blvd between 14th Ave and Durant Ave: Enhance the existing median bus lane for AC Transit BRT by adding safety features such as signage and delineators to increase motor and pedestrian safety.	ALA210017	21-T10-073	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Fremont	Sabercat Trail: Irvington BART to Ohlone College	Fremont: Starting at Blacow Rd, crossing Osgood Rd, across I-680 to Sabercat Historical Park: Create a safe and convenient Class 1 multi-use bicycle and pedestrian path. Bike/Ped Trail at Blacow Road with an overhead structure at BART and UPRR tracks, crossing Osgood Road with a protected intersection. The trail will cross Caltrans property and I-680 with a bicycle/pedestrian overcrossing (BPOC) and tie into the existing trail in Sabercat Historical Park forging a critical link in Fremont's city-wide cycling and pedestrian network, enhancing connectivity through and to the Irvington District. The "other state" funding includes AB 74 State Funds received through the Natural Resources Agency, AB 179 State Funds received through the Department of Parks and Recreation, and AB 179 State Funds received through the Department of Transportation. Phase 1 of the project will improve the existing trail in Sabercat Historical Park. Phase 2 is the trail extension over I-680 and to Osgood Road.	ALA210019	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Fremont	I880 Innovation Bridge and Trail (EBGW Reach 6)	Fremont: Along Fremont Blvd and Kato Rd, along Agua Caliente Creek and over I-880: Construct Class 1 multi-use trail and overcrossing. The Interstate (I)-880 Innovation Bridge and Trail Project is located within the Innovation District in the City of Fremont. The Project represents the southernmost segment of the East Bay Greenway (EBGW) regional trail. The Project consists of the following components: 1. An approximately 3,300-foot Class I multi-use trail along Fremont Boulevard and the west side of Kato Road 2. An approximately 310-foot bridge approach ramp along the west side of Kato Road 3. An approximately 850-foot bicycle and pedestrian bridge crossing over I-880 (Post Mile 2.6/2.9) from Kato Road on the east, to Landing Parkway on the west 4. An approximately 315-foot approach ramp and an approximately 540-foot Class I multi-use trail adjacent to the northern boundary of the Agua Caliente Creek (Alameda County Flood Control Channel - Line F) maintenance road connecting to Fremont Boulevard and 5. A mid-block traffic signal at Fremont Boulevard connecting the Project to the San Francisco Bay Trail (SF Bay Trail). PBA 2050 ID is 21-T08-060	ALA210020	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	ACTC	Rail Safety Enhancement Program: Phase A (RSEP-A)	Alameda County: Various at-grade rail crossings: Implement safety improvements. The improvements include full pedestrian treatments (automatic gates, swing gates, channelizing railing and sidewalks), replace crossing panels and median islands, fencing, lighting, signage and striping lighting. The improvements and locations were developed from a crossing analysis approved by ACTC to advance safety and reduce impacts throughout Alameda County. RSEP-A will implement the near-term upgrades at 28 crossings and 2 trespass areas.	ALA210022	21-T07-055	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing	Not Modeled
Alameda	Oakland	73rd Ave Active Connections to Transit	Oakland: On 73rd Ave between MacArthur and Coliseum BART (Hawley Street): Implement bus boarding bulbs, bus stop improvements, buffered bike lanes, crossing improvements, signal improvements On Hegenberger between International and Hawley Street: extend sidewalks	ALA210025	21-T09-061	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	MTC	Bay Bridge Forward I-80/ Powell I/C Transit Access	Emeryville: At the I-80/Powell Street interchange: Proposed transit access improvements to this interchange include providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priorities, new and/or improved bus stops at the interchange vicinity. PBA2050 ID is 21-T06-049.	ALA210027	21-T06-049	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Emeryville	40th Street Transit and Multi-Modal Enhancements	Emeryville: Part 1 Project Limits - On 40th Street between IKEA Entrance signal and Adeline Street: Implement multi-modal improvements. Part 2 Project Limits - On Shellmound Street between IKEA Entrance signal and Christie Avenue: Implement multi-modal improvements. The multi-modal concept design for 40th Street and Shellmound Street in Emeryville includes the following design features for the length of the corridor: 1. A 10-12 ft wide, two-way separated (Class IV) bikeway is integrated into the design of the street on the north-side of 40th Street and west-side of Shellmound Street. The bikeway is typically at roadway grade, separated from the adjacent bus-only lane by a 4-ft wide raised side median. The bikeway is raised to sidewalk level through the bus hub areas. 2. Transit-only Lanes. Near intersections, buses will share the dedicated lane with right-turning vehicles. 3. Multimodal Intersection Improvements. Increase pedestrian and bicycle safety/comfort using the following: enhanced crosswalks striping of advance stop bars curb extensions on cross-streets phasing bike signal heads a protected intersection approach for cyclists (where feasible) bike boxes and green-backed sharrows and striping of dashed green pavement markings where two-way separated bikeway crosses through intersections and driveways. 4. Transit Stop Locations and improvements. Project will reduce underutilized transit stops to further improve the overall travel time for buses. All other bus stops are proposed to remain at their current near or far-side locations. Typical improvements on the north-side are 9 ft wide, 120 ft long transit passenger (bus boarding) areas. Typical improvements on the south-side of 40th Street and west-side of Shellmound Street are 13 ft shared sidewalk/ passenger (bus boarding) areas. The transit passenger areas are directly accessible from the sidewalk and fitted with amenities such as a shelter, benches, trash receptacle, and lighting. 5. 40th Street Bus Hub Area between San Pablo Avenue and Adeline Street: Includes continuation of the two-way separated bikeway on the northside of the street to Adeline Street, dedicated bus-only lanes, and dedicated bus boarding areas with enhanced transit passenger environment. Both Part 1 and 2 will be implemented as part of the same construction contract.	ALA210029	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	MTC	Regional Planning Activities and PPM Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on ALA170007	ALA210031	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Alameda	Pleasanton	West Las Positas Blvd Multimodal Reconstruction	Pleasanton: On West Las Positas Blvd. between Hopyard Road and the Iron Horse Trail. This project will reconstruct a 1.4 mile segment of a larger planned 3.8 mile reconstruction of West Las Positas Blvd. to provide high-quality multimodal facilities along the corridor by replacing the degrading roadway and reconfiguring it from a 6-lane section to a 4-lane section with expanded pedestrian pathways and elevated cycle tracks, landscaped buffers, intersection safety improvements, new parking accommodation, and a new stabilizing roadway subbase.	ALA210032	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Union C Transit	Union City Transit EV Charging Infrastructure	Union City ZEB Infrastructure Set-Aside. Electric Vehicle Charging Infrastructure. Union City Transit requires charging infrastructure for the sixteen (16) electric vehicles that have begun deliveries through the end of 2024. These funds will assist in acquisition and installation of the necessary equipment to support an increasingly electrified fleet of vehicles for the purpose of providing public transit.	ALA210201	(blank)	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	BART	DT Berkeley BART Station Elevator Modernization	Berkeley: At the Downtown Berkeley BART Station: Modernize two (2) station elevators to replace/upgrade critical components of the elevator to utilize the latest technology increase performance and reliability improve safety to the latest applicable standards and update aesthetics.	ALA230001	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	Fremont	I-880/Decoto Road Interchange Modernization	Fremont: At the I-880/Decoto Road interchange: Reconstruct the existing interchange to include a new Class I trail and a dedicated bus lane in both directions of travel through the interchange. The proposed interchange modernization project will provide transit priority lanes and improve bicycle and pedestrian access through the interchange, while maintaining traffic operations within the I-880/Decoto Road interchange. The transit only lanes will be on the inside lanes in both eastbound and westbound directions, and it will extend between the project's eastern limit at the Decoto Road/Cabrillo Court intersection and the project's western limit at the southbound I-880 off-ramp. The proposed multi-purpose path will extend along the north side of Decoto Road through the interchange within the same limit.	ALA230002	21-T07-056	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Alameda	Fremont	I-680/Mission Boulevard Interchange Modernization	Fremont: I-680/Mission Blvd: Redesign the interchange to reduce the steep grade of the southbound off-ramp onto Mission Boulevard and incorporate a separated bicycle and pedestrian path along Mission Boulevard through the interchange. The current southbound off ramp has a grade in excess of 8%.	ALA230003	21-T08-060	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Alameda	BART	Hayward Fleet Maintenance Facilities	BART: At the Hayward Maintenance Complex: Expand the Hayward Maintenance Complex to accommodate rail vehicles and the tire fleet for maintenance and repair. General site improvements will satisfy the current drainage standards, security and system integration requirements, and safety. Located in southern Alameda County, the HMC is one of four revenue vehicle maintenance complexes in the BART system. This expansion is intended to support the new fleet preventative maintenance and BART extension to San Jose. The cost estimate is in 2022 dollars.	ALA230005	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	Oakland	Reconnecting the Town (RAISE)	Oakland: On Broadway between 2nd Street and 11th Street and 20th Street and West Grand Avenue; Martin Luther King Jr. Way between 2nd Street and 14th Street; and 7th Street between Brush Street and Mandela Parkway: Implement transit only lanes (Broadway), upgrade existing bikeway (MLK Jr. Way), road diet, new traffic signals, lighting, and bulbouts, and other infrastructure safety improvements and ADA upgrades for people walking and biking. All corridors will install fiber-optic cable to extend the existing ITS network.	ALA230006	21-T10-073	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Alameda	ACTC	East Bay Greenway MM Phase 1 Lake Merritt-Bayfair	Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to Bayfair BART Station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that would span approximately 10.6 miles, traversing East Oakland, and San Leandro. The project will run along city streets including E. 10th St., E. 8th St., E. 12th St., San Leandro Streets, San Leandro Blvd., and E 14th St. Along E 14th St., the project also includes pedestrian safety improvements, bus stop improvements, and placemaking elements. Road diet segments are included and intersections will be modified at various locations for enhanced bicycle and pedestrian safety.	ALA230007	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	ACTC	San Pablo Avenue Bus/Bike Lanes	Oakland, Emeryville, and Berkeley: Along San Pablo Avenue from 16th Street in Downtown Oakland to Heinz Street: Install pedestrian crossing improvements and dedicated bus lanes and bike lanes	ALA230008	21-T10-077	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Alameda	ACTC	San Pablo Ave Safety Enhancements Improvements	Berkeley and Albany: San Pablo Avenue in Berkeley and Albany from Heinz St to the Contra Costa County line: Install bus bulbs and pedestrian/bicycle crossing improvements	ALA230009	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	ACTC	San Pablo Ave Parallel Bike Improvements	Berkeley and Albany: Various locations along bicycle boulevard/neighborhood bikeway routes parallel to San Pablo Avenue: Install bicycle improvements including crossing safety, speed/volume control measures, wayfinding, and other elements.	ALA230010	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	AC Transit	AC Transit: D6 Construct Hydrogen Fueling Infrastr	AC Transit: AC Transit Division 6: Construct hydrogen fueling infrastructure for fuel cell electric buses. ZEB Infrastructure Set-Aside Program.	ALA230201	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Alameda	LAVTA	LAVTA and CCCTA Hydrogen Fueling Stations	LAVTA and CCCTA: Facilities in Livermore and Concord: Design and construct two hydrogen fueling stations and maintenance infrastructure at existing County Connection and LAVTA maintenance facilities to accommodate the fueling of hydrogen fuel-cell electric heavy-duty transit buses in support of the I-680 Express Bus Program. The County Connection fueling station at its existing maintenance facility at 2477 Arnold Industrial Way in Concord will support up to 50 vehicles. The LAVTA fueling station at its existing maintenance facility at 875 Atlantis Court in Livermore will accommodate up to 120 FCEBs to facilitate the agency's complete conversion to procuring all FCEBs by 2029. The LAVTA facility will also accommodate future fleet growth and ensure scalability of clean-fuels transition and help catalyze broader FCEB manufacturing and uptake in California. Other Federal funds are Carbon Reduction Program funds.	ALA230202	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Alameda	Newark	Old Town Streetscape and Complete Streets	The Project will improve access, safety, and connections for pedestrians, bicyclists, and transit users, while also serving as a catalyst for private investment in buildings and uses within the Old Town PDA. The Project reduces the number of travel lanes on Thornton Avenue, freeing up space for wider sidewalks and bicycle lanes, where there are currently none. Additional safety and connectivity improvements include new high visibility crosswalks, curb extensions, bus stop amenities, and landscaping to improve the convenience and comfort of alternative travel modes. The Project is a key part of the City of Newark's Old Town Specific Plan's coordinated land use, economic development, and transportation strategy to inspire reinvestment and revitalization.	ALA230203	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Alameda County	Upper San Lorenzo Creekway Trail	The Upper San Lorenzo Creekway project will install a new 8.1 mile bicycle and pedestrian trail in central Alameda County. The project includes direct connections to Bay Fair, Hayward, and Castro Valley BART stations and Don Castro Regional Recreation Area.	ALA230205	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	AC Transit	Fruitvale Corridor Transit Signal Priority (TSP) P	The Fruitvale Corridor Project will improve transit operations on its most productive bus routes – Lines 20 and 21. The project will consist of installing TSP signal improvements and associated equipment. Fruitvale Avenue is a major transit corridor, carrying 3,100 riders per day with service ranging from every 15 minutes to every 5 minutes across 4 AC Transit lines – 14, 39, 20, and 21. Furthermore, Fruitvale BART is a major hub for 15 AC Transit lines, connecting Alameda and Fruitvale to the greater Oakland and Bay Area region. To further build upon the foundation of this corridor, AC Transit seeks to install 25 TSP signal improvements and associated controllers, radios, phase selectors, cable and other associated equipment at every signalized intersection along Fruitvale Avenue between MacArthur Blvd and E 9th as well as San Leandro St leading into Fruitvale BART, and E 12th St into 29th Ave. These signals would be operational to match AC Transit's 7 days a week service with a priority for improving transit speeds during peak hours where passenger loads and delay are the highest. Project will also include system testing and planning efforts.	ALA230206	21-T10-073	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Alameda	Berkeley	Addison Street Bicycle Boulevard Extension	In Berkeley on Addison Street from Bolivar Drive to the east side of Sacramento Street and on Addison Street from Milvia Street to Oxford Street, install Class I, III, and IV bicycle facilities, two traffic circles, a traffic diverter, RRFB and refuge median, PHB, signage, pavement rehab, and striping. The Addison Street Bicycle Boulevard project will provide a safe, low-stress east-west bicycle connection in Berkeley, filling a 1.5-mile gap in the city's existing bicycle boulevard network. The project will serve a central role in the City's bicycle network, meets public demand for safe, low stress bicycle routes, and is in an area of high demand for bicycling in Berkeley. In addition to filling a gap in Berkeley's Bicycle Boulevard network and improving destination connectivity, anticipated project outcomes include higher rates of bicycling and walking, lower rates of GHG emissions and vehicle miles traveled (VMT), improved safety outcomes on the corridor, and reduced transportation costs for Berkeley residents, particularly those living in disadvantaged communities along and adjacent to the Addison Street corridor.	ALA230207	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Alameda	Berkeley	Washington Elementary and Berkeley High SR2S	Crossing improvements at thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue. The project will improve bike and pedestrian safety outcomes for Berkeley public school students walking and bicycling to school in direct response to safety concerns that have been documented by the community.	ALA230208	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Alameda	AC Transit	AC Transit: Training and Education Center (TEC) Mo	These funds are for the retrofit of the current Training and Education Center to enable it to become both a bus maintenance and a classroom/laboratory facility. Also there funds workforce development activities.	ALA230209	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	AC Transit	AC Transit: Purchase 42 40ft Urban Fuel Cell Buses	AC Transit: 42 Fuel Cell Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	ALA230210	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	AC Transit	MacDonald Avenue Transit Signal Priority - Phase 1	MacDonald Avenue Transit Signal Priority Project Phase 1 - This project will install Transit Signal Priority (TSP) equipment along MacDonald Avenue in Richmond. The project will also include traffic signal upgrades, signal communication, and signal timing coordination. In addition, bus stops along the corridor will be improved through relocation, consolidation, installation of bus bulbs/islands.	ALA230211	21-T10-073	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Alameda	AC Transit	Foothill Corridor Planning Study	This planning study is to provide service and design alternative to reduce congestion delay and improve bus operations. The potential improvements include bus lanes, queue jumps, and sidewalk bulb outs, new traffic signals or other traffic controls.	ALA230212	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Alameda	AC Transit	AC Transit: Purchase 23 40ft Urban Buses - Diesel	Purchase replacement diesel buses	ALA230213	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	LAVTA	LAVTA Bus Bay Rehabilitation	Rehabilitation of one bus bay in the Rutan maintenance shop to convert it so it can be used to maintain zero-emission hydrogen fuel-cell electric buses.	ALA230214	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	BART	Dublin/Pleasanton Access Improvements	Project will fully separate pedestrian, cyclist, and vehicle access infrastructure at Dublin/Pleasanton BART mobility hub (D/P Hub) by constructing 0.35-mile Class 1 two-way cycle-track and adding 0.15-mile ADA-compliant sidewalk, raised crosswalk, 21,500 sqft landscaping/stormwater management; installing 29 pedestrian-scale lights, new seating, wayfinding and art; replacing/upgrading 129 underpass lights; and adding 66 secure bike parking spaces and ebike charging. The project will vastly improve pedestrian and bicycle access to the D/P Hub, connect to existing segments of the Iron Horse Trail, and improve the active access connection between Dublin and Pleasanton across I-580.	ALA230215	21-T03-009	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Oakland	Bancroft Avenue Greenway	The Bancroft Avenue Greenway project will provide a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of most ages to essential places such as schools, parks, food markets and critical services at the Eastmont Town Center. Most importantly, this proposed Class I Path will become a destination in of itself, a car-free corridor conceived by and to belong to existing disadvantaged communities (DAC), addressing deficiencies in the active transportation network, serving as the much-needed neighborhood connector to transit hubs, and meeting an important community need for aesthetically-pleasing, natured-filling open spaces for community building, affordable recreation and physical activity. Construct two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation.	ALA230216	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	AC Transit	AC Transit: Purchase 24 40ft Urban Diesel Buses	Purchase replacement buses to keep the District's fleet in state of good repair.	ALA230217	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	AC Transit	Purchase 23 60ft Artic Fuel Cell Buses	Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	ALA230218	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	AC Transit	AC Transit: Rehabilitate Maintenance Bays for ZEBs	Rehabilitate, retrofit and upgrade maintenance bays for safety and proper ventilation to work on ZEBs.	ALA230219	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	The project will construct elevated bikeways and protected intersections along Fremont Boulevard from Country Drive to Mission View Drive and along Walnut Avenue from Paseo Padre Parkway to Fremont Boulevard. The project will provide bike/ped connections within and between the City's Downtown/City Center PDA, the Irvington Transit PDA, and other destinations. The project will be implemented in two phases: Phase 1 on Walnut Ave and Phase 2 on Fremont Blvd.	ALA230220	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Fremont	East Bay Greenway (Irvington to Fremont BART)	The project proposes to construct a segment of the East Bay Greenway Regional Trail, extending from Irvington District to Fremont Central Park, as well as a new Class I trail connection between the East Bay Greenway Trail to the Fremont BART station. Complete street improvements along the project corridors, including elevated bikeways, protected intersections, traffic signal upgrade, ADA curb ramps, sidewalk repair/replacement, storm drain modification, pavement rehabilitation, and landscaping.	ALA230221	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Livermore	I-580/Vasco Road Interchange Replacement	Livermore: The project will remove the existing overcrossing and replace it with a wider and taller bridge and reconstruct the on and off ramps and will include new traffic signals and safety elements. The proposed bridge will include 9 travel lanes and Class VI bicycle and pedestrian facilities. The project will enhance operations and safety for all modes of travel along Vasco Road, provide connectivity for bicyclist and pedestrian through the interchange corridor, and accommodate the future Valley Link. This Project is not anticipated to induce traffic nor VMT; the bridge widening and additional lanes to be added are primarily within the interchange limits, focusing on solving the interchange's operational and safety concerns with existing uncontrolled loop ramp configurations and adding complete street improvements. The Project is not adding arterial capacity to Vasco Road that deviates from the City's General Plan, and we are consistent with the existing approach on Vasco Road.	ALA230222	21-T06-019	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Oakland	OakPARK+	Implement various parking and transportation demand management programs in Oakland including: expanding demand-responsive parking pricing to all metered areas, piloting the installation of parking sensors in high-value metered spaces to efficiently collect occupancy data, implementing all-week retail-friendly metered parking, adding 500 new metered parking spaces, and creating a permanent Universal Basic Mobility Program.	ALA230223	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Alameda	Alameda County	Lower San Lorenzo Creekway Trail	The Lower San Lorenzo Creekway Trail project will install approximately. 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility in central Alameda County. The project includes direct connections to the San Francisco Bay Trail.	ALA230224	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Alameda	Parking Pricing And Curb Management Strategies	Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	ALA230225	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Alameda	LAVTA	LAVTA Atlantis Facility	Design-engineering, project-management, and related technical support for construction of LAVTA's Atlantis Facility, including hydrogen fueling infrastructure and Fuel Cell Electric Bus (FCEB) maintenance needs.	ALA230226	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	Dublin	Village Parkway Complete Streets Improvements	The project is located in City of Dublin on Village Parkway from Amador Valley Boulevard to Kimball Avenue/north city limit. Construct streetscape elements, transforming the segment to a pedestrian and bike-friendly roadway incorporating complete street elements, median islands, bulbouts, high visibility crosswalks, bicycle facilities, and ADA upgrades.	ALA230227	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	LAVTA	AVLs for Replacement Vehicles	Purchase 12 Automatic Vehicle Locator (AVL) Systems for replacement buses.	ALA230228	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled
Alameda	LAVTA	LAVTA: Purchase Fareboxes	Purchase Fareboxes for 12 replacement vehicles	ALA230229	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled
Alameda	LAVTA	Replace (8) 40' Buses-Hybrid	Purchase 8 40' Hybrid replacement vehicles	ALA230230	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	LAVTA	Replace (4) 40' Buses-Fuel Cell	Replace four 40' Hybrid buses with 4 40' Fuel Cell Buses	ALA230231	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Alameda	LAVTA	LAVTA: Radios	Purchase Radios for 12 replacement buses	ALA230232	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled
Alameda	ACTC	Jackson Street Parallel Bike Improvements	The project consists of multi-use pathway improvements along the east side of Jackson Street within the University of California Village, between Buchanan St and 8th Street, parallel to San Pablo Avenue. This project is being delivered separately from the remainder of San Pablo Parallel Bike Improvements (ALA230010) due to utility and adjacent development conditions.	ALA230233	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	BART	BART Police Department Headquarters Project	Relocation of BART administrative headquarters with the Zone 1 patrol to an existing office building with tenant improvements. The five-story building and adjacent parking lot, formerly used for commercial office space, occupy 1.36 acres on two parcels. The building consists of 86,875 square feet of office space and a subterranean parking garage consisting of approximately 75 parking spaces. Building access is from Broadway, and the site is directly adjacent to 19th Street BART Station entrance at Broadway and 20th Street. The project includes tenant improvements for all five-stories to include features unique to police such as holding cells, armory, evidence room, etc. Improvements to the plumbing, electrical, HVAC, and fire protection systems may be needed as part of the tenant improvement. The project may also include structurally retrofitting the existing building, upgrading the existing perimeter fencing, security gate, and improving the existing parking lot. One floor, or portion thereof, of the building may be utilized by BART staff other than BART Police. The new BART Police Headquarters will be designed and built under a progressive design-build method, with an anticipated completion date of August 2026.	ALA230234	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Alameda	Alameda County	ACPWA Safety Action Plan	Develop a Safety Action Plan that focuses specifically on improving safety within the realm of transportation in the communities of unincorporated Alameda County. This Plan will evaluate and address various aspects of transportation safety, including road safety, pedestrian and bicycle safety, and public transit safety.	ALA250201	21-T07-058	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Livermore	East Avenue Corridor ATP Implementation 202222	The project will implement roadway safety improvements along East Avenue and include bike lanes, sidewalk, crossing enhancements, lighting. signing and striping.	ALA250202	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	San Leandro	MacArthur Blvd/Superior Ave Roundabout	The project will install a roundabout at the intersection of MacArthur Blvd and Superior Ave. The scope of work consists clearing and grubbing, excavation, removal of asphalt and concrete, and installation a roundabout, new concrete sidewalk, curb ramp, curb & gutter, signage and striping trench drain, and planting of landscaping, shrubbery and trees	ALA250203	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Alameda	San Leandro	Dutton Ave Roadway Reconstruction	The project will reconstruct the roadway of Dutton Ave from E 14th St to MacArthur Blvd. The scope of the project include pedestrian improvements such as new sidewalks, ADA curb ramps, high visibility crosswalks.	ALA250204	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Hayward	High Injury Network Supplemental Planning	Develop a Speed Management Plan and a High Injury Network Safety Plan that will supplement the City's Local Road Safety Plan. The Speed Management Plan will evaluate existing speeds and develop strategies for speed management. The High Injury Network Safety Plan will develop and identify projects along these areas/corridors: Downtown Area, A Street, B Street, Hesperian Boulevard, Jackson Street, Mission Boulevard, and Tennyson Road.	ALA250205	21-T07-058	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	San Leandro	Lake Chabot Road Erosion Repair	The Lake Chabot Road Erosion Repair will repair eroded slopes due to January 2023 storms. The project includes excavation, clearing and grubbing, removal of existing rock slope protection and concrete v-ditch. The project will install structural backfill and concrete, soldier piles, and new rock slope protection at two locations along Lake Chabot Road.	ALA250206	21-T01-003	Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125)	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Hayward	Tennyson Road Neighborhood Improvements	Multimodal improvements to Tennyson Road from Hesperian Boulevard to Mission Boulevard - for pre-environmental planning/scoping	ALA250207	21-T09-061	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Alameda	Livermore	BPMP - Local bridges preventive maintenance 202219	Bridge Preventive Maintenance for 19 local bridges at various locations in the City of Livermore. See attached Attachment A. The BPMP has been submitted to Caltrans and is being reviewed and processed. Match funds will be from SB1 Gas Tax.	ALA250208	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Alameda	Newark	Thornton Ave Alternate Route Corridor Pavement Reh	Pavement rehabilitation of Thornton Avenue from I880 to Olive Street (Phase 1) and pavement rehabilitation of Thornton Avenue from Ash to Spruce Street (Phase 2). Each phase will also include improvements to the existing bicycle facilities and other safety improvements. Both phases will be implemented as part of one contract.	ALA250209	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Alameda	Livermore	Greenville Road/I-580 Interchange 199149	The project will construct new interchange at I-580/Greenville Road to replace the existing interchange at Northfront and Southfront roads and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities.	ALA250210	21-T06-019	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Alameda	Alameda	Lincoln Ave/Marshall Way/Pacific Ave Corridor Imp	Project is located on Lincoln Avenue/Marshall Way/Pacific Avenue between Alameda Point at Main Street/Central Avenue and Broadway. Identified as a high priority for safety and mobility improvements. Project includes road diet - going from four to three travel lanes with a center turn lane and bike lanes - as well as a roundabout at Lincoln Avenue/Fifth Street/Marshall Way, flashing beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements. The concept will likely be phased in over time, as street sections are resurfaced and constructed with grant funding. Project web page: https://www.alamedaca.gov/LincolnMarshallPacific	ALA250211	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	Alameda	Oakland Alameda Water Shuttle	Project is beginning as a two-year pilot water shuttle project between west Alameda and Jack London Square in Oakland. Alameda is lead, and WETA is operator, with service starting summer 2024. It falls under WETA's authority for operating on the Bay. The project includes leasing one pontoon boat and adding ADA-accessible ramp upgrades to the existing docks, and operations for two years. The shuttle service will be free for the pilot. If successful and additional funding is found, service will continue beyond the pilot period, and the vessel power will be electrified and dock-side charging will be added. Web page: www.alamedaca.gov/watershuttle	ALA250212	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Alameda	Livermore	Airway Blvd Bridge BR 33C019 at Arroyo Las Positas	The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.	ALA250213	21-T01-004	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	ACTC	East Bay Greenway MM Phase 1 Hayward	East Bay Greenway Multimodal Phase 1 Hayward Segment will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities. In addition, the project will also review and recommend pedestrian-scale improvements along Mission Boulevard. The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near-term safety and multimodal access improvements.	ALA250214	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Alameda	Oakland Alameda Estuary Bridge	Design and construct a moveable bicycle/pedestrian bridge across the Oakland Estuary between Alameda's west end and Oakland's Jack London Square. A PID will be completed by mid-2024. The project will create a safe, accessible, and convenient all ages/all abilities facility, where currently the only existing biking/walking facility is a two-way, three-foot-wide, shared-use pathway in the Posey Tube (SR 260) adjacent to vehicles traveling 45 miles per hour or more. This narrow path has inadequate passing space for bicyclists and pedestrians and is not Americans with Disabilities Act (ADA) compliant. The project will reduce the barrier effect of the Oakland Estuary on bicycle and pedestrian travel between western Alameda and downtown Oakland; improve multimodal connectivity between the two cities; encourage mode shift away from single-occupant motor vehicle cross estuary trips; provide a no-cost estuary crossing to better serve equity priority and disadvantaged communities in western Alameda, downtown Oakland and Oakland Chinatown; and increase resilience to climate change and improve disaster recovery for Alameda residents. The project will address a major deficiency on State Route (SR) 260 which does not provide standard, adequate bicycle and pedestrian access between two adjacent metropolitan areas, will close a major gap in the Regional San Francisco Bay Trail network, and will meet the estimated demand for bicycling and walking trips across the estuary. Project web page: www.estuarybridge.org	ALA250215	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	AC Transit	AC Transit: Purchase 10 40ft Zero-Emission Buses	Purchase 10 40ft Zero-Emission Buses	ALA250216	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Alameda	Emeryville	The Emeryville Loop	The Emeryville Loop project will provide safe, low-stress biking and walking routes to work and shopping destinations in central Emeryville and install new designated transit lanes. The project closes a major gap in the City’s existing active transportation network by providing a new pedestrian connection on Powell Street between Christie Avenue and Shellmound Street. Today, wide multilane arterial roadways that funnel high traffic volumes on and off I-80 pose barriers to people biking, walking, and rolling in the project area. This project will create separation between moving car traffic and people using active modes along high-stress arterials (Powell Street, Christie Avenue, Shellmound Street) and provide intersection improvements to make the arterial crossings safer and more comfortable. The project includes construction of new two-way Class IV separated bikeway facilities on high-stress arterial roadways, construction of new sidewalk to close a gap in the existing walking network, widened sidewalk, the installation of protected intersections at (4) major four to six lane arterial intersections, one new midblock crossing, and dedicated transit lanes. These countermeasures will create a safer, low-stress environment for people biking, walking, and rolling.	ALA250217	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Livermore	Bluebell Drive Bridge at Arroyo Las Positas 202426	The project will replace the existing bridge with a free span bridge to improve creek flow conveyance and include safety elements and pedestrian and bicycle facilities.	ALA250218	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Alameda	San Leandro	Bancroft Ave and Williams St Bicycle Corridor Imp	The project will consist of installing raised class IV bike lanes along Bancroft Ave from E 14th St to north City limit, installing a class IV bike lanes along Williams St from San Leandro Blvd to Neptune Dr. Other components of the projects include traffic signal modifications, installation of RRFB, new .sidewalks, driveways, curb and gutter, bus islands and bus shelters	ALA250219	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	Livermore	Heather Lane Bridge COLV005 at Arroyo Las Positas	The project will replace the existing culverts with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.	ALA250220	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Alameda	Livermore	Bluebell Drive Bridge at Altamont Creek 33C0192, 2	The project will rehabilitate or replace the existing culvert with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.	ALA250221	21-T01-004	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Alameda	San Leandro	Lake Chabot Road Stabilization	The project will install stabilization improvements of 240’ and 350’ linear feet at two segments of roadway along Lake Chabot Road due to slope depression and slope erosion. Installation of class II AB, HMA, structural backfill and concrete, soldier piles, ground anchor, concrete piling.	ALA250223	21-T08-060	Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125)	Not Modeled
Alameda	Livermore	Holmes Street Bridge 33C0426 at Arroyo Mocho, 2024	The project will replace the existing bridge with a free span bridge to improve creek flow conveyance, mitigate flood risk and include safety elements and pedestrian and bicycle facilities.	ALA250224	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Alameda	Livermore	Isabel Ave and Portola Ave I-580 Interchange 20233	The project will widen the Isabel interchange and the Portola overcrossing by two lanes and construct on and off ramps, new traffic signals and safety elements and pedestrian and bicycle facilities.	ALA250225	21-T06-019	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Alameda	Livermore	Stanley Blvd at Isabel Connector Ramp 202133	The project will implement safety improvements and include curb extensions, crosswalks, ramps, and signal improvements.	ALA250226	21-T07-056	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Alameda	AC Transit	AC Transit: Paratransit Van Replacement	AC Transit: Paratransit fleet: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for replacing vans at end of their useful life. Provide funding for contracted paratransit services for the EB Consortium paratransit service.	ALA990052	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles	Not Modeled
Contra Costa	Contra Costa County	Vasco Road Safety Improvements	Contra Costa County: Construction of safety improvements along Vasco Road, a designated inter-regional route, from Walnut Blvd to the Alameda/Contra Costa County line. Beginning approximately 3 miles north of the County line, the completed Phase 1 of the project constructed approximately 1 mile of concrete median barrier and closed a gap in a truck climbing lane/passing lane. Phase 2 of the project will continue the concrete median barrier in the northerly direction through the existing 3-lane segment for approximately 1.5 miles. The existing roadway will be widened to provide the necessary width to construct the median barrier while maintaining the current number of travel lanes. As in Phase 1, associated signing, striping, turn pockets, retaining walls, drainage improvements, wildlife mitigation, bridge widening, and barrier end-treatments will be constructed as needed. Phase 2 will be completed when adequate funding is located.	CC-050030	21-T07-056	Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area	Not Modeled
Contra Costa	Brentwood	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track: Construct a grade separation underpass consisting of four travel lanes crossing under the railroad. Construct a concrete bridge structure, relocate numerous existing wet and dry utilities, high pressure gas lines, storm water pump station, retaining walls and landscaped parkway. CIP 336-3134.	CC-070013	21-T07-056	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing	Not Modeled
Contra Costa	ECCTA	ECCTA: Transit Bus Replacements	Tri-Delta Transit: 12 MY 1997 Transit Buses 7 MY 1998 Transit Buses 3 MY 2001 Transit Buses 20 MY 2001 Gillig Low Floors 1 MY 2003 Cutaway Van 1 MY 2006 Cutaway Van 4 MY 2010 Dodge Minivans 2 MY 2007 Chevrolet Minivans 6 45' over the road coaches 25 Ford cutaway DR vans 4 45' OTR coaches: Replace vehicles Clipper II Digital Comm Equip and 30 MDT terminals Procure equipment FY21 8 40-ft diesel buses FY23 30 DR cutaway buses.	CC-070092	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Contra Costa	CCTA	SR 239 - New State Highway Study	Contra Costa County: SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.	CC-110066	21-T06-044	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Contra Costa	Danville	San Ramon Valley Blvd Improvements	Danville: San Ramon Valley Blvd from the Town Limits (south end, south of Ridgeland Circle) to Hartz Avenue (north end): Improvements consists of pavement slurry seal, pavement rehabilitation (dig-out repairs and overlay), pavement striping, ADA curb ramp upgrades, utility frame adjustments, replacing traffic signal devices, drainage inlet repairs, concrete sidewalk and bus stop repairs and traffic calming devices. Section 1 - Town Limits (south of Ridgeland Circle) to Sycamore Valley Road: Consists of pavement dig-out repairs, slurry seal, and pavement restriping. Restriping includes Class IIB bicycle lanes and high-visibility pavement markings. Section 2 - Sycamore Valley Road to Hartz Avenue: Pavement digout-repairs and pavement overlay, pavement restriping. Restriping includes Class IIB bicycle lanes and high-visibility pavement markings.	CC-170001	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Contra Costa	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	San Ramon: At the intersections of Bollinger Canyon Road and the Iron Horse Trail: Construct bicycle/pedestrian overcrossings. This work includes construction of the overcrossings, utility work, stormwater mitigation, ADA compliance, and landscape restoration.	CC-170014	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	San Pablo	Giant Road Pavement Rehabilitation	San Pablo: Giant Rd between Brookside Drive and Miner Avenue: Rehabilitate street pavement with an overlay and slurry seal, upgrade curb ramps to current ADA standards, replace striping, and eliminate sidewalk hazards.	CC-170031	21-T08-060	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Contra Costa	Antioch	Antioch - L Street Pathway to Transit	In Antioch, construct concrete curb, gutter, sidewalk, dwys & ADA curb ramps, minor median island modifications, pavement micro-surfacing & ped safety flashing beacons on L St from Lemontree Way to Sycamore Dr and from 10th St to terminus of L St at Antioch Marina Circle. Re-striping to provide a Class II bike lane on L St from 10th St to Antioch Marina Circle & Class III bike route from Lemontree Way to Sycamore Dr. All work is w/in City ROW. Future Ph 2 includes traffic signals upgrades & new bus shelters.	CC-170035	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Concord	Concord Willow Pass Road Repaving SR2T	Concord: On Willow Pass Road (WPR) between Galindo Street and San Vincente Drive: Rehabilitate the pavement and repair damaged sidewalk, curb and gutter. Include an option to extend paving to Landana Drive) Existing curb ramps will be replaced to meet current ADA standards Pavement will be milled 4" and backfilled with 4" of hot mix asphalt (HMA) with a CIR section from Galindo St to San Vincente Drive (with a bid alternative to extend the work to Landana Drive) This pavement rehabilitation method will retain the existing grade of the pavement and will not cause excessive cross slope. The pavement base failure areas will be dug out after the milling and prior to placement of HMA wearing course. This project is combined with the Willow Pass Road Safe Routes to Transit Improvements. This project closes two sidewalk gaps and enhances an uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project includes the replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vincente Drive to connect residences to these amenities. A separate project will install a new rectangular rapid flashing beacon (RFFB) on Willow Pass Road at Ashdale Drive. The project will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project will include striping and signage for a Class IV cycle track on the north side of WPR from Parkside Drive to Landana Drive. To accommodate the cycle track, westbound travel lanes will be reduced from 2 to 1 from Landana Drive to Farm Bureau Road and some on-street parking from Farm Bureau Road to Parkside Drive is to be removed. The project includes bioretention, adjustment of traffic signals, grading, and landscaping to conform the improvements.	CC-170037	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Contra Costa	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	Pittsburg: On California from Railroad to Harbor, Adjacent to SR4 from Railroad to Bliss Ave parking Lot, on Railroad from Delta DeAnza Trail to BART Station: construct Class I bikeways and associated imps. On Railroad from California to 17th: Construct Class II buffered bike path. Includes construction of multiuse Class I bikeways and Class II buffered bikeways, California Street and trail lighting, Railroad Avenue Street lighting, trail lighting along Bliss Avenue, intersection corner treatments, crosswalk treatment, modified driveways, benches, wayfinding and service information signage, traffic street light improvements, bioretention basin and water quality features, irrigation, and landscaping improvements.	CC-170040	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Pittsburg	City of Pittsburg Pavement Improvements	Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway. Rehabilitation may include crack sealing, base repairs, patch paving, milling, geosynthetics, as well as thin and thick asphalt concrete overlays. Federally participating sections include West Leland Rd from S Broadway to Serrano Way, West Leland Rd from Crestview Dr to Railroad Ave, and Loveridge Rd from Pittsburg-Antioch Highway to SR-4. Federally non-participating sections include West Leland Rd from Woodhill Dr to S Broadway, West Leland Rd from Serrano Way to Crestview Dr, and Loveridge Rd from SR-4 to Buchanan Rd.	CC-170042	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Contra Costa	Concord	Downtown Corridors Bike/Pedestrian Improvements	Concord: Various locations on multiple corridors connecting Downtown Concord to regional transit, senior housing, and low income communities: Make bicycle and pedestrian safety improvements including 1. relocate crosswalks, install high-visibility crosswalk markings, add pedestrian-oriented lighting, extend curbs and improve curb ramps, and widen a portion of sidewalk in a key location on Salvio Street and Broadway St, 2. install new bicycle facilities on Oak Street, upgrade portions of Salvio Street to full bicycle lanes, and close a bicycle facility gap on Grant Street by installing a contraflow lane, and 3. build on related city projects to add bicycle lanes on Grant Street and shared lane markings to Salvio Street near Todos Santos Plaza.	CC-170050	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Contra Costa	Martinez	Alhambra Avenue Downtown Resurfacing	Martinez: Alhambra Avenue from Marina Vista Avenue to Jones Street in the Downtown PDA: Resurface pavement with a 3" grind and overlay including base failure repairs, crack sealing, upgrade curb ramps to current ADA, adjust utility covers, and restriping	CC-170059	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Contra Costa	BART	Concord BART Station Modernization	Concord: In and around the Concord BART Station: Make capacity, access, placemaking, and state-of-good repair, improvements based on BART's 2016 Station Modernization Plan. Station improvements will focus on addressing state-of-good repair issues, improving station lighting, improving passenger circulation, expanding bicycle access, reducing fare evasion, and adding new architectural finishes, wayfinding, and public art to enhance customer experience, sense of safety, and placemaking.	CC-170060	21-T11-115	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Contra Costa	CCTA	Innovate680:Coordinated Adaptive Ramp Metering Ph1	Contra Costa County: on NB I-680 between Alcosta Blvd to Olympic Blvd: Implement Coordinated Adaptive Ramp Metering	CC-170062	21-T07-057	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Contra Costa	Contra Costa County	Treat Boulevard Corridor Improvements	Contra Costa County: Implement bicycle infrastructure and pedestrian enhancements along Treat Boulevard between North Main Street and Jones Road in unincorporated Walnut Creek. Improvements include creating buffered bicycle lanes and a mixed-use path, existing crosswalk enhancements, closing three free right-turn lanes, eliminating a traffic bottle-neck, signal relocations, and signal improvements.	CC-190012	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Contra Costa	CCTA	Bay Area MOD	CCTA: In the I680 Corridor and surrounding communities: Develop an integrated and scalable platform & application (app) aimed at reducing traffic congestion. The Bay Area MOD app will be a one-stop shop to assist travelers with mobility choices by seamlessly connecting multiple forms of shared and active transportation. The Bay Area MOD will provide real-time multi-modal trip planning options based on a user?s origin and destination. The app will include a uniform payment system and offer incentives based on time of day and mode in an effort to incentivize and reward desired travel behaviors. Other Federal Funds are ATCMTD.	CC-190018	21-T03-009	Exempt (40 CFR 93.126) - Other - Grants for training and research programs	Not Modeled
Contra Costa	EBRPD	SF Bay Trail Point Molate	EBRPD: Along the shoreline connecting the bike/pedestrian trail over the Richmond-San Rafael bridge to the Point Molate Beach Park in the City of Richmond: Construct SF Bay Trail segment. Most of this segment of Bay Trail will be constructed within a 1.1 mile easement donated to EBRPD from Chevron Corporation, granting access to shoreline previously closed to the public. The project proposed to construct 1.25 miles of Bay Trail, highlight some of the rich history within the project area, and restore and enhance portions of the SF Bay shoreline for better species habitat and public enjoyment.	CC-190019	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Contra Costa County	North Bailey Road Active Transportation Corridor	Contra Costa County: On Bailey Road between Willow Pass and Canal Roads in unincorporated Bay Point: Narrow the four travel lanes and median to accommodate a separated two-way cycle track on the west side of Bailey Road, expand sidewalks on both sides of Bailey Road and install a landscaped buffer zone along the curb for enhanced pedestrian and bicyclist safety. Installation of a new traffic signal, ADA-compliant curb ramps, expanded sidewalks, and crosswalk enhancements will improve accessibility for all modes of active transportation.	CC-210001	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Lafayette	Lafayette Town Center Pathway and Bike Station	Lafayette: Between the BART station and downtown: Construct bicycle and pedestrian improvements including a new modular, self-park bike station at the south entrance of the Lafayette BART station, as well as a new pedestrian-oriented plaza and shared-use pathway to improve the connection between the south entrance and downtown Lafayette.	CC-210004	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Richmond	Richmond 13th Street Complete Streets Imps	Richmond: Along 13th St from Harbour Way to Costa Ave: Implement complete streets improvements including protected bicycle facilities, various pedestrian improvements, and a road diet with traffic striping and pavement markings.	CC-210007	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Contra Costa	ECCTA	ECCTA Hydrogen Fueling Maint Infrastructure Upgrad	ECCTA: Maintenance facility: Upgrade infrastructure needed for the safe maintenance of fuel cell electric buses in the same facility as diesel buses. Maintenance facility upgrades include upgrade electrical including lighting, upgrade ventilation including HVAC, fans and roof vents, install gas detection and alarm systems, install rolling fire doors, wall off/enclose the mezzanine and entryway into older structure of maintenance facility. RTPID 21-T07-057	CC-210008	21-EN08-131	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Contra Costa	Caltrans	Central Ave I-80 Undercrossing Ped/Bike Improve	Richmond: On Central Ave crossing I-80 between San Joaquin St/Jacuzzi St and San Luis St/Pierce St: Improve ped/bicycle access with wider sidewalks, new sidewalk-level bikeways, crossing improvements, ped lighting, and fencing.Improvements include reconstructing wider sidewalks, new sidewalk-level bikeways, curb ramp modifications for new bikeways, improved ADA access, high-visibility crosswalk markings, green bikeway intersection markings, signage. The project will relocate existing electrical systems, add lighting underneath the freeway undercrossing, replace fencing between sidewalks and freeway abutments, railing between freeway columns adjacent to the new bikeways. This will improve pedestrian, bicycle comfort, safety, mobility while significantly reducing the level of stress for all users by providing a dedicated bikeway and wider walkway.The project improves access to adjacent neighborhoods that have high density housing, a variety of local and regional retail businesses, grocery stores including Pacific East Mall, El Cerrito Plaza, Costco, El Cerrito High School. It will increase access to jobs via regional transit, including the El Cerrito Plaza BART Station, AC Transit?s Rapid Bus, Transbay L Route at Central Ave and San Pablo Ave, and Route 80 (Claremont District/El Cerrito Plaza BART) on Pierce St and Central Ave. It will improve regional trail and park access including the San Francisco Bay Trail, Ohlone Greenway, and Richmond's Central Park.	CC-210011	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	East Bay Integrated Transit Plan	Contra Costa County. The ITP will include a countywide study of transit services and travel markets to advance strategic coordination among bus transit operators in Contra Costa and between bus transit operators and BART. The study will inform the development of an ITP to be executed by CCTA and the Contra Costa bus transit operators, and included in larger regional transit integration plans. The Study will identify obstacles and opportunities for countywide transit service coordination and define certain routes/service areas for regional, subregional, and community transit operations (i.e., express, feeder service to BART, First/Last Mile to transit hubs). It will consider integrated fares, signal priority, improved access to park-and-ride locations, shared mobility hubs, integration with the Mobility-on-Demand multi-modal trip planning application, connection protection, ITS/capital projects, wayfinding, real-time information, scheduling coordination.	CC-210012	21-T10-093	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Contra Costa	San Ramon	San Ramon Transit Center - Shared Mobility Hub	San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements. The San Ramon Transit Center is located in the City's PDA, adjacent to the Iron Horse Regional Walking/Biking Trail and within the Bishop Ranch Business Park. Project includes improvements consistent with MTC's Shared Mobility Hub grant. The project includes the installation of new electric message boards alerting transit riders with real time transit messages, local/regional transit news and local updates transit center amenities adding more bike lockers, bike fix-it stations rehabilitating existing pavement and providing improved access for the public through ADA compliant upgrades and improved way finding and updating amenities. The overall sustainability of the transit center will be further enhanced with the addition of storm water treatment area that will accommodate run off from approximately 75% of the hub.	CC-210013	21-EN09-132	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	MTC	Regional Planning Activities and PPM - Contra Costa County	Contra Costa County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on CC-170004	CC-210014	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Contra Costa	WCCTA	WestCat 45-foot Over the Road Coach Replacement	WestCAT: 45-foot over the road coach subfleet: Replace two vehicles past their useful life	CC-210015	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Contra Costa	ECCTA	ECCTA: Hydrogen Fueling Station	ECCTA: At the ECCTA maintenance facility located at 801 Wilbur Avenue, Antioch, CA 94509: Design and construction of a stand-alone hydrogen fueling station with the capacity to fuel up to 30 fuel cell electric buses	CC-210017	21-EN08-131	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for	Not Modeled
Contra Costa	CCCTA	CCCTA Electric Bus Charging Infrastructure	CCCTA: At the Arnold Industrial Way Facility: ZEB Infrastructure Set-Aside Funds for Electric Bus Charging Infrastructure	CC-210201	(blank)	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Contra Costa	EBRPD	Martinez Bay Trail Gap Closure	East Bay Regional Parks District: Along the Carquinez Loop Trail and SF Bay Trail in the vicinity of Berrellesa St: Close a 0.5 mile gap by constructing a shared-use path along with crossing improvements	CC-230001	21-T01-003	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	CCTA - Countywide Smart Signals	The project will develop, manage, and implement Intelligent Transportation System (ITS) initiatives such as upgrading the existing legacy systems, providing interconnectivity throughout Contra Costa County signal systems and enhance the sharing of real-time information between agencies and the public. A unified signal technology and communication system throughout the County will enable the region to prepare for emerging transportation technologies and future Smart Cities initiatives. The project includes cloud-based Transit Signal Priority (TSP) technologies to promote transit usage reducing delay and transit times for transit vehicles. The traffic signal upgrades also include video analytics that provides ability to Identify "near miss" situations and take proactive approach to prevent future occurrences. Other State funds are LPP	CC-230202	21-T07-057	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Contra Costa	Pittsburg	Pittsburg's Delta de Anza Multimodal Trail Safety	The Pittsburg's Delta De Anza Multimodal Trail Safety Improvements Project will implement a series of critically needed safety and operational enhancements to the Delta De Anza Trail within the communities of Bay Point, Pittsburg, and Antioch. Within these communities, 35 at-grade crossing exist on the Delta De Anza Trail. In coordination with Contra Costa County, City of Antioch, East Bay Regional Park District, and EBMUD, the City of Pittsburg will design, and construct the following improvements: 1) Delta de Anza Trail Crossing Intersections - Install raised crosswalks, rapid rectangular flashing beacons, high-visibility crosswalks, lighting, wayfinding signage, and green bike lanes; 2) Delta de Anza Trail improvements - Install landscaping, lighting, trail pavement, fencing, and other improvements consistent with the City's Living Green Gardens for sustainability.	CC-230203	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Richmond	McBryde Avenue Safe Routes to Parks	The project will create a safe and comfortable walking and biking route from an existing bike route on 37th Street, through the San Pablo Ave PDA, and across I-80 to Wildcat Canyon Regional Park. Improvements include resurfacing, a road diet from 4 to 2 vehicles lanes with a center turn lane and bike lanes, traffic signal modifications, curb ramps, curb extensions, high visibility crosswalks, sidewalk gap closures, traffic calming, and street trees.	CC-230204	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Contra Costa	Richmond	Bayview to BART	The project will create a safe and comfortable walking and biking route connecting the Del Norte BART station to the San Francisco Bay Trail. It capitalizes on existing multi-use paths, ties in to El Cerrito's Transit Oriented Development Complete Streets Projects, and will improve conditions around parks and schools. The project will build Class II bike lanes on Potrero Ave and Class IV protected bike lanes on the Bayview Ave overpass over I-580. Locations include S 51st St, Bayview Ave, Ells St, Ells Path, Cypress Path, Cypress Ave, S 47th St, S 49th St, Potrero Ave in Richmond.	CC-230205	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Walnut Creek	Walnut Creek Safe Routes to School Infrastructure	This project consists of infrastructure improvements that enhance safety and close gaps in the existing sidewalk network for pedestrian and bicyclists in the vicinity of schools and along known walking and bicycling routes to schools.	CC-230206	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Pinole	Bay Trail Gap Closure at Tennent Avenue	This project closes a 600 foot gap in the San Francisco Bay Trail linking the communities of Hercules, Pinole, and unincorporated Contra Costa County. Furthermore, this refines the crossing locations of a heavily traveled Union Pacific tracks improving safety for pedestrians and bicyclists.	CC-230207	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	Contra Costa Countywide Safe Routes to School	The Contra Costa Countywide Safe Routes to School Program will expand upon three subregional programs known as Street Smarts Diablo Region (SSDR), Street Smarts San Ramon Valley Program (SSSRVP), and Contra Costa Health Services (CCHS) Safe Routes to School Program to offer bicycle and pedestrian safety awareness education and encouragement to include every K-12 public school in Contra Costa County. The program will be available to serve all 170,000 students attending each of the 274 elementary, middle, and high schools within Contra Costa County's 18 school districts. The program will be offered annually to all schools.	CC-230208	21-T09-061	Exempt (40 CFR 93.126) - Other - Grants for training and research programs	Not Modeled
Contra Costa	Concord	Galindo Street Multimodal Corridor Project	On Galindo St. between Salvio St. and Clayton Rd; a new Class I bike path on the east side of the roadway. The segment between Salvio St. and Concord Blvd. is proposed to have a 10-foot-wide Class I shared bike/ped path. The segment between Concord Blvd. and Clayton Rd. is proposed to have a 12-foot-wide Class I path. The proposed Class I path will be separated from the street varying from 2 to 7 feet. The project includes vertical delineators on existing Class II bike lane on Clayton Rd. from Galindo St. and Grant St. to convert into a Class IV bike lane. RTIP ID 21-T08-060.	CC-230209	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Contra Costa	Lafayette	Connecting Lafayette: Downtown Pathways and School	The project would result in a Class I multi-use facility along School Street, a pathway along Topper Lane, and construction of a sidewalk along a segment of St. Mary's Road in Lafayette, CA.	CC-230210	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	Concord	Willow Pass Road Bike Lane Connection	Concord: Along Willow Pass Rd from Parkside Dr to Landana Dr and on Parkside Dr from Willow Pass Rd to Salvio St: Construct a protected Class IV cycle track along Willow Pass Road and Class II bicycle lanes on Parkside Drive. Install RRFBs and green conflict markings at a key intersection. It further fills a gap in the bicycle network that connects with planned and funded Downtown corridor improvements and ultimately provides a bikeway connection from the neighborhoods along the Willow Pass Road to the BART station. The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Over seventy-five percent of students at Mt. Diablo High, Olympic Continuation High, and Wren Avenue Elementary qualify for Free or Reduced Price Meals. Both schools enroll students from the low-income census tract encompassing downtown Concord (0601332800). The project further connects to several ongoing projects that are improving bicycle and pedestrian facilities in the downtown, allowing residents and students to access key downtown destinations and routes leading to the BART station. A portion of this project is also a part of the Safe Routes to Transit Program (SR2T). This project will create an “all ages and abilities” network enabling children and families to safely and confidently walk and bicycle to school.	CC-230211	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCCTA	CCCTA - Transit Corridors Study	The Transit Corridors Study will analyze four major corridors in County Connection's core service area and identify options to improve speed and reliability of buses. The study will assess current conditions, including operations, existing infrastructure, and ridership; gather passenger and community feedback; and develop recommendations for capital improvements that would reduce delays and travel time and ultimately enhance the customer experience.	CC-230212	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Contra Costa	Contra Costa County	San Pablo Ave Complete Streets/Bay Trail Gap Closu	Contra Costa County: Unincorporated Rodeo/Crockett: Implement a road diet and construct a Class I shared-use path along San Pablo Avenue from Pacific Ave to Pomona Street in unincorporated communities of Rodeo and Crockett. Project closes a 3.2-mile gap of the San Francisco Bay Trail.	CC-230213	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Contra Costa	Contra Costa County	Pacifica Avenue Safe Routes to School	Contra Costa County: Reconfigure roadway with 2,400 feet of two-way cycle track, 400 feet of new sidewalk, 500 feet of widened sidewalk, narrower travel lanes, bulb-outs, and 3 new raised crosswalks on Pacifica Avenue in unincorporated Bay Point.	CC-230214	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	San Pablo	San Pablo's Safe Mobility	The Broadway-El Portal Safe Routes (BESR) Project will construct a 1.25-mile, separated & protected, 2-way bicycle “cycletrack,” & Safe Routes to School (SR2S) improvements between this cycletrack and Lake Elementary, Bayview Elementary and Helms Middle School. Additional pedestrian & transit improvements included in the BESR project are bus boarding islands—to facilitate safe transit usage that is safely integrated with the cycletrack—and an enhanced bicycle connection to an unincorporated neighborhood in Contra Costa County. Project will also include additional cycle track improvements to link SR2S improvements to the Contra Costa Community College transit center with cycletrack improvements to Mission Bell Drive, Moraga Road, Castro Road, and Campus Drive. This project also includes non-infrastructure components for safe routes to school. These non-infrastructure components will be carried out by Contra Costa Health Services. CC Health Services' \$24K contribution is reflected under the "Other Local" fund line.	CC-230215	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCCTA	CCCTA - Replace 22' Vehicles	CCCTA: Fleet: Replace 15 22' paratransit vehicles	CC-230216	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Contra Costa	CCCTA	CCCTA - Replace 40' Buses	CCCTA: Fleet: Replace 10 40' diesel buses	CC-230217	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Contra Costa	CCCTA	CCCTA - Replace Paratransit Vans	CCCTA: Fleet: Replace 3 paratransit vans	CC-230218	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Contra Costa	Pittsburg	Pittsburg Center Smart City Pilot	This project consists of implementing smart city technologies 1/4 mile transportation grid surrounding the Pittsburg Center BART station with connected technologies such as adaptive streetlights, connected traffic signals, and digital/static wayfinding signage. These upgrades will help encourage transit use, encourage walking and bicycling by creating safer and more complete streets, alleviate traffic, and attract local businesses.	CC-230219	21-T07-057	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Contra Costa	CCTA	Martinez Amtrak Shared Mobility Hub	Project includes improvements to the Martinez Amtrak Station to enhance the facility to a shared mobility hub, including reconfigure surface parking lot to a transit center; improve passenger pick up drop off area; install signage/wayfinding; and bike/ped improvements at the Amtrak Station and the streets around the Amtrak Station.	CC-230220	21-T08-060	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Contra Costa	Walnut Creek	Ygnacio Valley Road Fiber Infrastructure	This project will install fiber optic communication infrastructure and technologies on Ygnacio Valley Road between I-680 & Oak Grove Road	CC-230221	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Contra Costa	Martinez	Downtown Martinez Parking Technology Upgrades	Complete upgrade to the parking technology in downtown Martinez. Removal of individual meters and installation of multi-space parking kiosks that accept credit card and RFID payments. Installation of new wayfinding signage to better direct motorists to available parking.	CC-230222	21-T07-057	Exempt (40 CFR 93.126) - Other - Directional and informational signs	Not Modeled
Contra Costa	Orinda	Lamorinda Smart Signal System Project	This project will enable the City of Orinda to upgrade the region of Lamorinda which includes the cities of Lafayette, Moraga and Orinda to a smart signal system that can: synchronize signals with each other and optimize traffic flow to smooth congestion; prioritize transit and emergency vehicles as needed; reduce emissions; use video detection and analytics to proactively identify “near miss” situations (for vehicles, bicycles, and pedestrians) and report those back to a traffic management center to aid in efforts to reach countywide Vision Zero goals; and facilitate the exchange of real-time information that will be essential to support future emerging technologies included connected and automated vehicles.	CC-230225	21-T07-057	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Contra Costa	Danville	Danville - Townwide Traffic Signal Modernization	The Townwide Traffic Signal Modernization/ITS project in the Town of Danville will modernize its traffic signal network, including replacing the Town's aging traffic signal hardware, vehicular detection systems, and communications infrastructure. It would improve bicycle, pedestrian, and vehicular safety; air quality and GHG emission reductions; connectivity; and reduce travel time.	CC-230226	21-T07-057	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Contra Costa	CCTA	Concord Smart Signals Project	The Concord Smart Signals Project will upgrade traffic signals to a smart signal system within the City of Concord to help reduce congestion and emissions, prioritize transit and emergency vehicles, and protect vulnerable road users.	CC-230227	21-T07-057	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Contra Costa	San Ramon	Crow Canyon Iron Horse Trail Bike-Ped Crossing	Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road.	CC-230228	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	Bollinger Canyon Rd Shared Mobility Hub	Shared Mobility Hub (SMH) at Bollinger Canyon Rd is one of the stops for the future I-680 Express Bus. The SMH includes elements such as enhanced bike/pedestrian facilities, bike chargers, connection to the Iron Horse Trail, transit signal priority, WiFi, real time traveler information, and bus bays.	CC-230229	21-T12-122	Exempt (40 CFR 93.127) - Bus terminals and transfer points	Not Modeled
Contra Costa	CCTA	Antioch Bike Garden	The Antioch Bike Garden project will build a one-of-a-kind facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation. Using small scale modern streetscape design elements, this unique facility will be built in the City of Antioch's Prewett Park and will provide healthy, fun, outdoor recreation in a safe, vehicle-free environment. Learning stations throughout the course will aid group instruction and allow for self-guided education.	CC-230230	21-T02-008	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	L Street Pathway to Transit – Bicycle and Pedestri	The project includes Phase 2 improvements on L Street between 9th Street and Sycamore Drive in the City of Antioch, about 0.5-mile section. These improvements include new sidewalks under the railroad tracks and along the fairground, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities between 9th Street and Sycamore Drive, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications at 10th Street, E18th Street and Sycamore Drive. Other improvements include new bus stops and bus shelters, trail access and connection to bike facilities and sidewalks. "L" Street is on a Tri-Delta Transit bus route that serves and connects the PDA and the Equity Priority Area and serves Contra Costa County low and moderate housing development around "J" Street. "L" Street terminates at the entrance to the existing multi use Delta Trail/waterfront promenade which connects and serves the Antioch Amtrak Station.	CC-230231	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	SF Bay Trail Gap Closure: Martinez Intermodal Stat	The Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project will close a 0.5-mile gap in the 23-mile Carquinez Strait Scenic Loop Trail (CSSLT) and the 500-mile San Francisco Bay Trail. This project will construct a portion of the San Francisco Bay Trail that will connect Carquinez Regional Shoreline property on Carquinez Scenic Drive via an easement on the Union Pacific (UP) Railroad right-of-way to the existing public at-grade crossing at Berrellesa Street, then continuing north on Berrellesa Street to the existing San Francisco Bay Trail on the north end of the street.	CC-230232	21-T01-003	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCTA	Richmond Street Complete Streets Improvement	The project will improve Richmond Street, a minor arterial, to provide safe and accessible pedestrian connections between El Cerrito's residential neighborhoods to the El Cerrito del Norte and Plaza BART Stations, schools, civic and recreational destinations, commercial districts, and the City's San Pablo Avenue Priority Development Area (PDA). The project will improve access and safety for all modes of travel by rehabilitating the pavement; installing high-visibility crosswalks, roadway safety lighting, and rapid rectangular flashing beacons at uncontrolled crosswalks; installing enhanced traffic signing, green pavement markings, and signs to enhance the existing shared-lane bike facility (which complements the low-stress Ohlone Greenway, just 1-3 blocks West); installing painted tear-drop medians and in-fill streets trees for traffic calming; implementing safety upgrades at the Elm/Key/Hill Streets traffic signal; installing ADA compliant curb ramps; and repairing/replacing non-conforming sidewalk. Upgrades to the vehicle signal loop detection to enhance bike detection at the four signalized intersections within the project limits are proposed as part of the separate countywide CCTA Smart Signals project.	CC-230233	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Contra Costa	CCTA	Moraga Road and Canyon Road Complete Streets	The Moraga Road and Canyon Road Complete Streets Project will be implemented along Moraga Road between St Mary's Road and Moraga Way, and Canyon Road between Moraga Way and Sanders Drive, within the PDA in Downtown Moraga. Based on conceptual plans, the project scope is currently estimated to add 1233 LF new sidewalks, replacing/repairing 1872 LF nonconforming sidewalks, installing 14 ADA-accessible curb ramps, 12 Solar-powered Rectangular Rapid Flash Beacons (RRFBs), intersection timing with leading pedestrian intervals, 4 median pedestrian crossing noses, 4600 LF enhanced Class II bike lanes with buffer zones, pavement renovation, 25 street trees along new sidewalk, 3 new bus stop shelters with people-friendly benches and solar-power-compacted garbage bins, speed feedback signs, and other necessary improvements. The improvements will tie into previously constructed and future projects providing continuous safe routes for the residents of outlying rural areas connecting low-income residents to the schools and services within Moraga and provide improved access to active transportation modes.	CC-230234	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	CCCTA	CCCTA Replace (10) 40ft Urban Buses	Replace 10 40 ft diesel buses that have reached the end of their useful life.	CC-230236	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Contra Costa	Moraga	St. Mary's Road Multimodal Safety Improvement Proj	The Project will construct a three-way signal-controlled intersection at the St. Mary's Rd/Rheem Blvd intersection, a designated left-turn pocket with optional traffic signal at the St. Mary's Rd/Bollinger Canyon Rd intersection, and modifications to roadway alignment. Rheem Blvd will be widened in order to construct a Class II bike lane, which will connect to a Class I shared-use path along St. Mary's Rd.	CC-250201	21-T08-060	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Contra Costa	El Cerrito	El Cerrito BART to Bay Trail Connection	Connect El Cerrito Plaza BART Station and the San Francisco Bay Trail. The project will evaluate & implement multiple on- and off-street alignment alternatives to implement all ages and abilities bikeways between these two endpoints. Potential treatments include separated bicycle facilities, protected intersections, signalized and flashing beacon crossing treatments, and protected vehicle-bicycle phasing to enhance safety.	CC-250202	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Contra Costa	ECCTA	ECCTA: Comprehensive Operational Analysis	The purpose of this project is to perform a comprehensive operational analysis of ECCTA's mobility services and redesign its transit system. The new mobility network should harmonize with Contra Costa Transportation Authority's Integrated Transit Plan, the Countywide Transportation and Mobility Hub Plans as well as the Metropolitan Transportation Commission's various regional plans to recapture current and future ridership in the region.	CC-250203	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Contra Costa	Contra Costa County	Kirker Pass Road Southbound Truck Climbing Lane	Contra Costa County: Install an additional truck climbing lane in the southbound direction of Kirker Pass Road starting 1,200 south of Nortonville Road to Concord City Limit and provide intersection improvements at the south Hess Road intersection in unincorporated Concord.	CC-250204	21-T09-061	Exempt (40 CFR 93.126) - Safety - Truck climbing lanes outside the urbanized area	Not Modeled
Contra Costa	Contra Costa County	Pacheco Boulevard Improvements	Contra Costa County: Widen roadway, add shoulders, add bicycle and pedestrian improvements, realign curves and install roadway modifications along 5.1 miles of Pacheco Boulevard from Blum Road to Morello Avenue in unincorporated Pacheco.	CC-250205	21-T08-060	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Marin	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	This project would retrofit the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults. Seismic retrofit construction has been divided into three phases: Phase 1 includes implementation of seismic retrofit measures to the north approach viaduct and implementation of environmental mitigation measures. Phase 2 includes implementation of seismic retrofit measures to the south viaduct, south anchorage housing, Fort Point Arch, pylons S1 and S2, and utility modifications throughout the south approach structures. Phase 3 includes implementation of seismic retrofit measures to the suspension bridge, south pier and fender, north pier, north anchorage, and pylon N1. Earmarks: HBB SAFETEA earmark \$50M (for first year see MRN970016)	MRN050018	21-T01-005	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Marin	GGBHTD	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Conduct environmental analysis, engineering studies and preliminary engineering to determine alternatives and feasibility for a physical suicide deterrent system on the Golden Gate Bridge. Construct suicide deterrent system. Project includes wind-retrofit. Other State funds are Proposition 63 funds.	MRN050019	21-T01-007	Exempt (40 CFR 93.126) - Safety - Safer Non-Federal-Aid system roads	Not Modeled
Marin	GGBHTD	GGBHTD: Facilities Rehabilitation	GGBHTD: Systemwide: As part of the District's Maintenance and Operating Facilities Program, this project will ensure that District facilities are properly maintained to achieve optimum performance and will achieve the maximum economic useful life from existing fixed assets including, but not limited to roofs, HVAC systems, air compressors and parts cleaners.	MRN050025	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Marin	GGBHTD	GGBHTD - Transit Systems Enhancements	GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities.	MRN130015	21-T01-002	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Marin	GGBHTD	GGBHTD Ferry Major Components Rehab	GGBHTD: Systemwide: Rehabilitate and replace major ferry components including navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, lifesaving equipment, propulsion systems and other ferry components. Prior funding for this program is programmed on MRN030011. \$2.2M in FY17 funds are FTA Passenger Ferry Grant Program funds	MRN150014	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
Marin	MCTD	MCTD: Replace Paratransit Vehicles	MCTD: FY17- 3 local 22ft paratransit cutaway gasoline vehicles: Replace contractor owned vehicles FY20- 16 local 22ft 2015 Starcraft paratransit cutaway gasoline vehicles: FY25- Replace 5 paratransit cutaway vehicles	MRN170003	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Marin	MCTD	MCTD: Replace Paratransit Vehicles with Vans	MCTD: 6 vehicles: Replace 5 local 22ft paratransit cutaway gasoline vehicles with accessible vans and purchase a third vehicle as a non-revenue support vehicle; FY2025 funds are for 3 vehicles	MRN170004	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Marin	GGBHTD	San Rafael Transit Center Relocation	San Rafael: San Rafael Transit Center: The SMART extension will bisect the existing transit center, eliminate Platform C, reduce the facility's transit capacity, and affect the long-term efficiency and operability of the facility. Phase 1 of the project will analyze three previously identified potential long-term alternatives and a no-build alternative, include an option to assess the possibility of additional alternatives, conduct community outreach and environmental clearance, and provide preliminary engineering design. When SMART commences service on their Initial Operating Segment in 2017, the SRTC will be operating in an interim condition which will limit the fiscal and operational efficiency of transit services. Phase 2 will complete final design and construction of the permanent San Rafael Transit Center. 21-T-01-002	MRN170013	21-T01-002	Exempt (40 CFR 93.127) - Bus terminals and transfer points	Not Modeled
Marin	Various	GL: Marin County - TOS-Mobility	Marin County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories - Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Lighting improvements, Emergency truck pullovers, Interchange reconfiguration projects Includes ramp metering and TOS elements on various locations along 101 in Marin County	MRN170018	21-T06-048	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Marin	Marin County	Marin City Pedestrian Crossing Improvements	Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety with new curb ramps. The new curb ramps are at the following locations- 3 at Terners Drive @ Driveway entrances to multi-family housing closest to Donahue, 4 at Terners Drive @ Terrace Way, 4 at Terners Drive @ Terrace Drive, 2 at Flemings Court @ Terrace Drive, 2 at Donahue Street @ Sherwood Drive, and 4 at Bay Vista Circle @ Donahue Street & Sherwood Drive	MRN190015	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Marin	MCTD	MCTD - Bus Stop Improvements	MCTD: Systemwide: Improve accessibility by installing wheelchair landing pads and other passenger amenities at multiple bus stop locations in the county.	MRN210002	21-T10-093	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Marin	MTC	Regional Planning Activities and PPM Marin	- Marin County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on MRN170001	MRN210003	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Marin	MCTD	MCTD: Replace Demand Response Vans	MCTD: Demand response vans: Replace 4 vehicles that are beyond their useful life	MRN210007	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Marin	MCTD	MCTD ZEB Charging Infrastructure	MCTD: At the 3010/3020 Kerner Parking Facility: Prepare the site for ZEB charging infrastructure	MRN210201	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Marin	San Rafael	San Rafael 2nd and 4th Street Intersection Improve	This project improves access to the non-conventional multi-legged intersection at the City’s westerly gateway where two major arterial roadways meet a frontage road and residential streets. The intersection is difficult to navigate by motorists, bicyclists, and pedestrians. This project reconfigures the intersection and improves the traffic signal to extend the Cross Marin Bikeway while improving access and safety for pedestrians. These intersection enhancements are complementary to the Third Street improvement project, which includes a Class IV cycletrack along Second Street that is currently under construction. Project includes Demolition, concrete work including sidewalks, curb ramps, and realigning curbs, traffic signal modifications/upgrades, street safety lighting, pavement work, landscape, signage, striping, bicycle improvements, and transit stop	MRN230201	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Marin	MCTD	MCTD - Transit Corridor Improvements	This project will evaluate and make improvements to high ridership transit corridors in Marin County. Proposed improvements include enhanced passenger information, upgraded amenities at bus stops and transit priority improvements to make transit service faster, more reliable, and more accessible to riders. Target corridors are: - 4th Street, San Rafael - Lincoln Ave, San Rafael - South Novato Blvd, Novato	MRN230202	21-T10-093	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Marin	Corte Madera	Paradise Drive Complete Streets	The project includes multimodal enhancements with a new 8' wide shared-use path for pedestrians and bicyclists along the 1700' corridor. Additionally, the project will include new and improved crosswalk, including lighted signs or a Rectangular Rapid Flashing Beacon, near the Upland Circle intersection. To accommodate the new bike and pedestrian improvements and to reduce high vehicular travel speeds along the corridor, the road will be resurfaced and vehicle travel lanes will be narrowed down to 10 feet with a striped shoulder. New signs and striping will be added for additional safety and traffic calming purposes. Paved on-street parking will be included for residents and visitors of Ring Mountain Open Space. The road will be raised to protect against flooding and future sea level rise.	MRN230204	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Marin	San Rafael	Canal Neighborhood Active Transportation Enhanceme	Pedestrian enhancements, bicycle boulevard treatments, and transit stop upgrades on 20 streets in the Canal neighborhood	MRN230207	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Marin	San Rafael	San Rafael Canal Crossing	Non-motorized bridge between Canal Street in San Rafael’s Canal neighborhood and Third Street in San Rafael.	MRN230208	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Marin	MCTD	Fixed Route EV Charging and Maintenance Facility	MCTD: San Rafael: Construct new electric bus facility	MRN230209	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance	Not Modeled
Marin	Marin County	E Sir Francis Drake Bikeway Gap Closure	Corridor study and preliminary engineering for Bikeway gap closure along East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing	MRN230210	21-T07-058	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Marin	MCTD	MCTD- Onboard Technology	Marin Transit will replace on board AVL and fare collection equipment.	MRN230211	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled
Marin	Corte Madera	Central Marin Regional Pathway Gap Closure	Construction of Class I pathway, 2-way protected Class IV cycle track, and enhanced pedestrian/bike crossings at two uncontrolled crossings, including at a Highway 101 on/off ramp.	MRN230212	21-T12-128	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Marin	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	San Francisco /Marin Counties: Golden Gate Bridge This project would retrofit the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults. Seismic retrofit construction has been divided into three phases: Phase 1 includes implementation of seismic retrofit measures to the north approach viaduct and implementation of environmental mitigation measures. Phase 2 includes implementation of seismic retrofit measures to the south viaduct, south anchorage housing, Fort Point Arch, pylons S1 and S2, and utility modifications throughout the south approach structures. Phase 3 includes implementation of seismic retrofit measures to the suspension bridge, south pier and fender, north pier, north anchorage, and pylon N1. Earmarks: 05 Appropriation (5M\$) HPP #429 (\$8.8M) and HBB SAFETEA earmark (\$50M) partial, last three years in MRN050018.	MRN970016	21-T01-005	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Napa	NVTA	NVTA: Replace Rolling Stock	NVTA: Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	NAP090005	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Napa	NVTA	NVTA Equipment Replacement and Upgrades	NVTA: Napa Vine service area: Replacement and upgrades to transit equipment and existing facilities	NAP090008	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for	Not Modeled
Napa	Napa	SR-29 Bicycle and Pedestrian Undercrossing	Construct a Class 1, ADA-compliant, paved multi-use path under Highway 29 on the north side of Napa Creek within City of Napa limits. Project will include site work, paving, construction of earth-retaining walls, construction of fences, and planting.	NAP130004	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Napa	NVTA	Napa Valley Vine Trail Calistoga-St. Helena Seg.	In Napa County: Design and construction of the Calistoga-St. Helena Napa Valley Vine Trail Segment, multi-use trail from Calistoga to St. Helena.	NAP150003	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Napa	Saint Helena	Main Street St. Helena Pedestrian Improvements	Saint Helena: Along Main Street (SR29) from Adams Street to Pine Street: Replace and upgrade pedestrian facilities. The project will include the removal and replacement of approximately 1,100 linear feet of sidewalk, curb ramps, construct crosswalk enhancements, tree removal and replacement, landscape irrigation, sewer and water lateral replacement, and installation of street light electrical.	NAP170005	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Napa	American Canyon	Green Island Road Class I	American Canyon: Green Island Rd from Paoli Loop to Commerce Blvd: Construct approximately 4,200 LF of new Class 1 multi-use trail to accommodate cyclists and pedestrians, and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I bike facilities such as the Napa Valley Vine Trail. The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80 near three international airports and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and foster the economic vitality of the City. The Project will also enhance Napa PCAs by supporting local agricultural uses.	NAP170006	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Napa	Napa	Silverado Trail Five-Way Intersection Improvements	City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements. Caltrans will be the implementing agency for the project.	NAP170009	21-T07-056	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Napa	NVTA	Imola Park n Ride and Express Bus Stop Improvement	Napa County: At the Caltrans owned and operated park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities that connect the ramps directly to the park and ride, and safety improvements, such as improved lighting and signal improvements. The facility improvements will also include long-term bicycle parking in the park and ride lot. These facility improvements are specifically designed to improve frequency, reduce running times and improve accessibility for the two highly productive ridership bus routes: the Route 29 Express to the El Cerrito Del Norte BART station and the Route 11X to the Vallejo Ferry Terminal. Currently, the Routes depart from the Soscol Gateway Transit Center in the center of Napa, a significant distance east of the SR29 Corridor. Relocating the stop to the Imola Park and Ride will reduce running time for each route by 20 minutes since the bus routes will not need to divert across downtown Napa and return back to the highway.	NAP190006	21-T12-118	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Napa	MTC	Napa Valley Forward: Safety and Operational Imp.	Napa: SR-29 Up Valley Corridor: Implement safety and operational improvements for a multimodal corridor. Provide operational and safety improvements at 3 intersections along the up valley SR 29 corridor at the intersections of Rutherford/SR 29 and Oakville Cross Road/SR 29. The improvements will relieve the significant traffic congestion along the corridor prevalent during peak commute periods and during the weekends. The intersection improvements will improve safety and corridor operations and also greatly improve bicycle and pedestrian access. The purpose of this project is to enhance multimodal safety, comfort and access and to efficiently manage traffic congestion for both residents, employees, and visitors in Napa Valley. Design will include multimodal assessment to determine level and quality-of-service for vehicle, bicycling, walking and transit modes. The corridor serves to two Communities of Concern in Napa County and the corridor is served by regional transit Routes 10 and 10X.	NAP190007	21-T07-056	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Napa	MTC	Regional Planning Activities and PPM Napa	- Napa County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on NAP170001	NAP210001	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Napa	Napa Valley Vine Trail	Napa Valley Vine Trail - Yountville to St Helena	Napa County: Parallel to Highway 29 from Madison Street in Yountville to Pratt Avenue in St. Helena: Design and construct a 10 mile long, Class 1 multiuse path within the unincorporated County and City of St. Helena. The Napa Valley Vine Trail alignment for the unincorporated segment would start at the intersection of Highway 29 at Madison Street and generally follow the alignment of the Napa Valley Wine Train tracks and the Caltrans Highway 29 right-of-way to the St. Helena City Limit. In St. Helena, the alignment would be along Highway 29, Mitchell, Oak, Adams, the Napa Valley Wine Train (NVWT), and Pratt Avenue. The project would close a gap in the NVVT between the 12.5-mile segment south of Yountville and the nine-mile segment north of Pratt Avenue.	NAP230201	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Napa	NVTA	SR-29 American Canyon Operational & Multimodal Imp	Complete the environmental document for the SR 29 operational and multimodal improvements through American Canyon, including intersection improvements and complete streets facilities.	NAP230202	21-T01-001	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Napa	Napa	Complete Streets Improvement Plan (Jefferson SS4A)	Develop a Complete Streets Improvement Plan for the Jefferson Street Corridor. Plan will identify opportunities for multimodal (bike/ped/auto/transit) safety and connectivity improvements along the Jefferson Street corridor, which is identified as a part of the City of Napa's High-Injury Network. Project funding is all for planning use.	NAP250201	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Napa	Napa	Napa Planning and Demonstration Activities (SS4A)	SS4A Planning and Demonstration Activities. Develop a Complete Streets Improvement Plan for Redwood Road. Plan will identify opportunities for multimodal safety and connectivity improvements along Redwood Road, which is identified as a part of the City of Napa's High-Injury Network. Conduct emergency response time technology demonstration activities and enforcement technology activities. Project funding is for planning and demonstration activities only.	NAP250202	21-T08-060	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	BART	BART-Elevator Renovation Program	BART: 61 locations system-wide: Renovate or rehabilitate elevators	ALA190014	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Regional/Multi-County	BART	BART Train Control Renovation	BART: Systemwide: Rehabilitate existing core system train control equipment that is over 30 years old and is near the end of its useful life. The funds requested for fiscal year 2005 will be used to replace speed command functions of the existing train control system.	BRT030004	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Regional/Multi-County	BART	BART: Traction Power System Renovation	BART: Systemwide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety. Additional components of this project for fiscal years 2006-2008 include:1. Purchase & install 9 Sub Stations to replace Substations that are currently approaching the end of their useful life. 2. Install 4.5 Route Miles of 2 circuits of 34.5 kV Cables. 3. Purchase & install 20 more Negative Grounding Devices. 4. Purchase & install 150 more Multi-Purpose Relays, which will be installed on DC Circuit Breakers that will be replaced in more than 5 years. These relays have a number of features that will significantly reduce the severity & damage to the substations that have electrical faults. This will significantly reduce the time for & the cost of repairs to the aging equipment & thus enable reliable train service to be provided until all the Substations are replaced. 5. Replace / rehabilitate other parts as necessary on existing substations to enable them to remain in reliable service until the Substations can be replaced.	BRT030005	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Regional/Multi-County	BART	BART: Rail, Way and Structures Program	BART: Systemwide: Replace worn out mainline rail and make other timely reinvestments in way including, but not limited, to civil structures and all track subsystems.	BRT97100B	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
Regional/Multi-County	MTC	Bay Area Commuter Benefits Program	San Francisco Bay Area: Region wide: Implement the Bay Area Commuter Benefits Program. Senate Bill 1128, codified in California Government Code 65081, authorizes the Bay Area Air Quality Management District and the Metropolitan Transportation Commission to jointly continue the Bay Area Commuter Benefits Program. Employers subject to the program are required by law to register via the program website, select a commuter benefit, and offer the benefit to their employees.	MTC050001	21-EN09-132	Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion	Not Modeled
Regional/Multi-County	MTC	Regional Streets and Roads Program	SF Bay Area: Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement and maintain computerized pavement management system (PMS), implementing PTAP (Pavement Technical assistance program), updating regional Needs etc.	REG090039	21-T01-003	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Regional/Multi-County	WETA	WETA: Ferry Channel and Berth Dredging	WETA: Various service areas: Regularly scheduled dredging to remove silt build-up that would otherwise keep ferries from operating from Vallejo ferry basin, Harbor Bay Channel and other WETA service areas.	REG090054	21-T11-095	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
Regional/Multi-County	WETA	WETA: Ferry Major Component Rehab/Replacement	WETA: Fleetwide: Rehabilitate and/or replacement major ferry components including shafts, propellers, navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, lifesaving equipment and other components. Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life.	REG090057	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
Regional/Multi-County	WETA	WETA: Fixed Guideway Connectors	WETA: This project includes rehabilitating and replacing the floats and gangway systems that allow the passengers to get from the vessels to the terminals (extension of the fixed guideway in the marine environment). This project will also replace existing passenger loading facilities (ramps), floating barges, piers and hydraulic systems.	REG090067	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Regional/Multi-County	ACE	ACE Positive Train Control	ACE: System-wide: PTC is an advanced train control system, utilizing sensors on trains, switches, tracks and signalized crossings, to allow for automated collision prevention, improved manual accident prevention, and improved headways.	REG110044	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Regional/Multi-County	MTC	Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	REG130001	21-T01-005	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Regional/Multi-County	MTC	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	REG130002	21-T01-005	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Regional/Multi-County	MTC	Regional Communications Infrastructure Upgrade	This project encompasses (1) highway operations equipment and the associated communications infrastructure (2) critical freeway and incident management functions and (3) transportation management center resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions. The program consists of a variety of activities, including the developing a robust and reliable regional communications network throughout the region improving access to comprehensive and accurate asset inventory information, evaluation of the effectiveness of existing hardware and systems, supporting proactive equipment life cycle planning, and enhancing communications connectivity along the 880 corridor.	REG170002	21-T07-053	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Regional/Multi-County	MTC	511 Carpool and Vanpool Programs	SF Bay Area: Regionwide: Operate Carpool and Vanpool Programs [formerly known as '511 Regional Rideshare Program']. Earlier funding is included under REG090042. Toll credits applied in lieu of match non-federal funds are non-participating	REG170003	21-EN09-132	Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion	Not Modeled
Regional/Multi-County	MTC	Climate Initiatives Education and Outreach	Bay Area: Regionwide: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs Program elements include: Bay Area Bike Mobile, the ECO2School program, the Family Biking Workshops program, and Bike to Work Day.	REG170006	21-EN09-132	Exempt (40 CFR 93.126) - Other - Grants for training and research programs	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Regional/Multi-County	MTC	511 Next Gen	SF Bay Area: Regionwide: The 511 program offers free multi-modal traveler information services via multiple dissemination platforms, including the federally dedicated 511 number, on the web and mobile devices at 511.org, and on regional information displays and electronic and wayfinding signage. The program also serves as the primary source for travelers and media during major disruptions and regional emergencies. In addition to supporting numerous MTC and partner initiatives, the program coordinates with many agencies and businesses for transportation information during regional events. The system aims to benefit travelers and to support effective management of the transportation system. The program intends to evolve with changes in technology and customer expectations, while maintaining information accuracy and reliability. Given the public's increasing reliance on private sector services for traveler information, 511 will focus on its strength as a data provider and leverage relationships with private sector traveler information providers in order to increase their dissemination of 511 traffic and transit data. Future program plans include reduction of real-time and trip planning features on the 511 phone and on a re-designed 511.org. Other Federal Funds are Work Zone Data Exchange (WZDx) Demonstration Discretionary Grant	REG170013	21-T07-050	Exempt (40 CFR 93.126) - Other - Directional and informational signs	Not Modeled
Regional/Multi-County	MTC	Regional Planning - PDA Implementation	SF Bay Area: Regionwide: : Planning Assistance to support transportation investments and improve their performance in priority development areas. The goal is to fund comprehensive planning and technical assistance in Priority Development Areas that will result in intensified land uses around public transit hubs and bus and rail corridors in the region.	REG170016	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Regional/Multi-County	MTC	Clipper 2.0 Fare Payment System	SF Bay Area: Regionwide: The Clipper card provides seamless use of public transit across the Bay Area's roughly two dozen transit systems, thereby eliminating a key barrier for new riders of public transit and making fare payment far more convenient for riders. In addition to standard fares, Clipper can be used by seniors, youth, disabled and certain college student riders for discounted transit rates. Launched ten years ago as one of the first smart card transit payment systems in the United States, Clipper is now used by close to 800,000 transit riders a day across all of the region's transit systems and is starting to show its age. The current software design precludes customers from adding value to their cards in real time via a mobile app and fare adjustments are time consuming and costly. Age also brings with it more frequent system failures and the need to replace equipment, yet many Clipper components are now obsolete. To keep pace with the Bay Area's growing reliance upon public transit, it's clear that it's time for an upgrade to Clipper 2.0.	REG170022	21-T07-057	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for	Not Modeled
Regional/Multi-County	MTC	TCP Financing Repayment Obligations	SF Bay Area: Regionwide: Repayment of principal balance and interest costs associated with securitization of future FTA formula fund apportionments. Principal balance is approximately \$1B, with interest cost in the \$300M-\$500M range, to be paid back through FY35.	REG170023	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Regional/Multi-County	MTC	Regional Planning Activities and MTC	- Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding programmed on REG170001	REG210001	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Regional/Multi-County	MTC	Priority Conservation Area Grant Implementation	Regionwide: Administration of the Priority Conservation Area (PCA) grant program, which funds the planning, design, and implementation of projects that improve access to priority habitats, open spaces, and recreational opportunities. Toll credits will be used in lieu of match for STP funds.	REG210201	(blank)	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Regional/Multi-County	Caltrain	Caltrain Mini-High Platform Improvements	Caltrain: Systemwide: Install mini-high platforms at 13 stations to improve ADA Access and reduce dwell times at stations. Work will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified. Upgraded stations include: Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy	REG210202	17-10-0026	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Regional/Multi-County	MTC	Bay Trail Planning and Technical Assistance	SF Bay Area: Regionwide: Bay Trail Equity Strategy, Design Guidelines, Strategic Plan, Data Strategy, Needs Assessment/Ops and Maintenance Plan, and Technical Assistance. RTP ID is 21-T08-060. Toll credits will be used in lieu of match.	REG230201	(blank)	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	Regional Mapping and Wayfinding	SF Bay Area: Regionwide: The goal of the Regional Mapping and Wayfinding Project is to design and deploy a fully harmonized suite of maps, signs and transit information in all Bay Area transit locations — from individual bus stops to major hubs like the Salesforce Transit Center, the Eastridge Transit Center or the El Cerrito Del Norte BART station — and to provide practical, predictable guidance to the walkable destinations, local shuttles and the like that extend from these transit stops.	REG230202	21-T03-009	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Regional/Multi-County	MTC	Regional ITS Architecture	The Bay Area Regional ITS Architecture (RITSA) is the blueprint for Intelligent Transportation Systems (ITS) project coordination and integration in the San Francisco Bay Area. The Bay Area ITS Architecture is available online at https://itsbayarea.mtc.ca.gov. It is periodically upgraded and maintained by the Metropolitan Transportation Commission (MTC) on behalf of region's stakeholders. The purpose of the Architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve safety and efficiency for travelers and the agencies providing transportation services across all modes. The system also maintains inventory of mobility projects and services that benefit travelers in the region. Bay Area RITSA follows the national Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) framework and is maintained to comply with the latest ARC-IT version. Changes to the system is made based on Bay Area stakeholders' input. Some other smaller updates were also addressed at that time. The Bay Area RITSA facilitates ITS planning and aids in coordinated ITS project development, procurement, and delivery. The Architecture website provides access to comprehensive information about the ITS in the region, including project-specific data. Agencies in the Bay Area that implement ITS projects using Federal transportation funds are required to be consistent with the Bay Area ITS Architecture (pursuant to 23 CFR 940.9 and 940.11). It provides all the components required by the FHWA Final Rule and FTA Policy for regional ITS architectures.	REG230203	(blank)	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	Regional Vision Zero/Safety Prog Coord-Outreach	Support regional work by coordinating Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region. Workshops would bring outside knowledge to a forum to share best practices with our regional partners and bring up the level of knowledge of best practices throughout the region. Peer Exchanges would provide the opportunity for our regional leaders to share their knowledge, experiences, and successes with regional partners. Develop a data-driven outreach campaign which would use the work that went into developing our Regional Vision Zero Action Plan to identify a key issue that is affecting our region and develop an effective outreach campaign to address that issue.	REG230205	21-T09-061	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	Active Transportation Technical Assistance	SF Bay Area: Regionwide: Provide technical assistance to local agencies for active transportation policies and projects to spur implementation of Complete Streets Policy and the AT Network, while securing additional ATP funding. TA support includes: scoping projects for grant applications, writing and reviewing grant applications, complete Streets Policy implementation, designing All Ages and Abilities facilities, preparing active transportation projects for construction. Toll credits will be used in lieu of match.	REG230206	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	BART	BART Variable Parking Pricing	Variable Parking Pricing will better manage parking demand and deliver vehicle miles traveled (VMT) reduction, air quality improvements, and greenhouse gas (GHG) reduction benefits. Applied correctly when facilities are full, parking price increases encourage use of alternative (e.g. non-automobile) modes of access to BART. Parking is then efficiently used only by those who most need it. The current parking pricing software only supports one parking price per station, preventing BART from lowering or raising prices in response to temporal (time of day, day of week, or seasonal) variations in demand. New software will allow BART to maximize ridership by implementing these price variations and provide the ability to extend parking pricing to evenings and weekends.	REG230207	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Regional/Multi-County	MTC	Incident Management Program	SF Bay Area: Regionwide: The purpose of the program is to deploy projects that manage congestion by preventing and/or addressing incidents that occur along Bay Area corridors and arterials. The Incident Management program also utilizes operational and management tools, including advanced transportation management technologies and systems, to enhance mobility and safety.	REG230208	21-T07-053	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Regional/Multi-County	BART	Link21 - Phase 1: Program Development	The BART transbay tube connecting San Francisco and the East Bay reached its operational capacity before the 2020 pandemic, and requires periodic renovation. The nine-county Bay Area is the center of a megaregion, from Monterey County to the northern San Joaquin Valley to Placer County northeast of Sacramento. This 21-county megaregion supports the fifth largest economy in the world, and is increasingly dependent on its rail network, including the BART transbay crossing. BART and its rail partners are engaged in planning for a new transbay rail crossing within the context of the mega-regional rail network. The project is currently in Planning phase.	REG250201	21-T11-112	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Caltrain: Systemwide: The signal and communications rehabilitation and upgrades program includes a wide range of work to maintain Caltrain's existing signal and communications systems in a state of good repair. Signal system rehabilitation and replacement includes: signal control and associated software control programs wayside signals signal wires, conduits, pull boxes signal support structures signal house structures and signal house components crossing mechanisms, including arms, lights, signs, foundations, auditory warning devices switch machines various wayside detectors to safeguard the rail infrastructure and any other necessary components for the signal system to function correctly. Communications rehabilitation and replacement includes existing systems such as: modems communications land lines, including fiber optic cables land line interfaces antennas switches radios software and other necessary communications related hardware. The modification of communications equipment may occur along the Caltrain corridor, at existing base stations located at surrounding mountain tops and the Central Administrative Office, on train consists, and maintenance vehicles, as well as other stationary equipment located along the Caltrain right-of-way.	SM-050041	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Regional/Multi-County	Caltrans	GL: Highway Safety Improvement Program	GL: Safety Imprv - Highway Safety Improvement Program: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers.	VAR170002	21-T01-007	Exempt (40 CFR 93.126) - Safety - Highway Safety Improvement Program implementation	Not Modeled
Regional/Multi-County	Caltrans	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation.	VAR170004	21-T01-006	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Regional/Multi-County	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	VAR170005	21-T01-006	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Regional/Multi-County	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	VAR170006	21-T01-006	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Regional/Multi-County	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	VAR170007	21-T01-007	Exempt (40 CFR 93.126) - Safety - Guardrails, median barriers, crash cushions	Not Modeled
Regional/Multi-County	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period	VAR170008	21-T01-006	Exempt (40 CFR 93.126) - Other - Repair of damage caused by natural disasters, civil unrest, or	Not Modeled
Regional/Multi-County	Caltrans	GL: Safety Improvements - SHOPP Mandates	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	VAR170009	21-T01-006	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Regional/Multi-County	Caltrans	GL: Bridge Rehab and Reconstruction SHOPP	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	VAR170010	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Regional/Multi-County	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas	VAR170011	21-T01-006	Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc	Not Modeled
Regional/Multi-County	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR) Projects. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	VAR170012	21-T01-004	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no	Not Modeled
Regional/Multi-County	Caltrans	GL: Railroad-Highway Crossing	GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR 93.126 Exempt Tables 2 categories - Railroad/highway crossing	VAR170017	21-T01-006	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing	Not Modeled
Regional/Multi-County	MTC	Bike Share Capital Program	SF Bay Area: Regionwide: Coordinate planning, outreach, policy and information sharing for bikeshare and micromobility programs. Fremont, Richmond, and Marin and Sonoma Counties, along the SMART Corridor: Various Locations: Implement bike sharing. Richmond will receive \$1,024,000, Fremont will receive \$659,000 and SCTA/TAM will receive \$826,000. MTC will receive \$75,000 to administer the grant.	VAR170024	21-EN09-132	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Regional/Multi-County	MTC	GL: Lifeline Transportation Program Cycle 5 and 6	SF Bay Area: Region-wide: 5307 Lifeline set-aside from FY17 and FY18 Large and Small UA. Various 5307 Lifeline projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt Table 2	VAR170025	21-T01-001	Exempt (40 CFR 93.127) - Bus terminals and transfer points	Not Modeled
Regional/Multi-County	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	VAR190001	21-T01-006	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Regional/Multi-County	MTC	GL: Transit Operating Assistance	GL - SF Bay Area: Region-wide: Transit Operating Assistance	VAR190006	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Regional/Multi-County	MTC	GL: Transit Preventive Maintenance	GL - SF Bay Area: Region-wide: Transit Preventive Maintenance	VAR190007	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
Regional/Multi-County	Caltrans	GL: Recreational Trails Program	Grouped Listing: Regionwide: Projects with US Recreational Grant Program Funds. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3	VAR190009	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Regional/Multi-County	MTC	GL: FTA 5311 Rural Area FY21-FY24	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	VAR210001	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Regional/Multi-County	Caltrans	GL: Fed Lands Highways Pgm-Tribal Transport Pgm	SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Safer non-Federal-aid system roads, Shoulder improvements, Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian Facilities	VAR210002	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Regional/Multi-County	MTC	GL: Transit ADA Operating Support	SF Bay Area: Region-wide: Transit ADA operating support	VAR210003	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Regional/Multi-County	MTC	Technical Assistance Mobility Hub Pilot Program	SF Bay Area: Regionwide: Mobility hubs provide highly visible intermodal connections that encourage transit trips and first/last mile biking and connections, especially when co-located with other	VAR210006	21-EN09-132	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	Bay Bridge Forward Preliminary Engineering	SF Bay Area: Various bridge corridors and corridor approaches: Conduct preliminary engineering and planning studies to advance Bay Bridge Forward projects into delivery. Project include, but not limited to transit priority projects (near-term, Blue Ribbon accelerated actions, and mid-term improvements), high occupancy vehicle lane strategies and policies, integrated bridge corridor operations and dynamic transit routing, technology and operational improvements, active transportation, bike share, commuter parking, first and last mile solutions, and other multi-modal/demand management/pricing strategies.	VAR210007	21-T06-049	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	I-880 Optimized Corridor Operations	Alameda and Santa Clara Counties: Along the I-880 corridor: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The I-880 corridor serves an integral role in the Bay Area transportation network by connecting Alameda County and Santa Clara County/Silicon Valley. The goal of this project is to develop and implement strategies to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterials.	VAR210008	21-T06-049	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Regional/Multi-County	MTC	GL: FTA Section 5310 Program FY20 - FY23	SF Bay Area: Region-Wide: Enhanced Mobility for Seniors and Persons with Disabilities Program Lump Sum Listing. Project include Vehicle replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126	VAR210201	17-10-0027	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled
Regional/Multi-County	Caltrans	GL: PROTECT Planning Studies	Bay Area: Various Location: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C. Other State funds are PTA.	VAR230201	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Regional/Multi-County	Caltrain	Fencing for Caltrain Right of Way	The Fencing for Caltrain Right of Way project, implemented in phases, will install approximately 90.4 miles of winglets onto Caltrain fencing along the railroad Corridor as part of a series of safety improvement intended to increase safety, including suicide prevention. The Caltrain Corridor serves the counties of San Francisco, San Mateo, and Santa Clara.	VAR230202	21-T01-002	Exempt (40 CFR 93.126) - Safety - Fencing	Not Modeled
Regional/Multi-County	GGBHTD	GGBHTD ZEB Infrastructure	GGBHTD: In San Rafael: Design, Purchase and Installation of ZEB Infrastructure	VAR230203	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Regional/Multi-County	MTC	Mobility Hubs-Parking Management Planning and TA	The goal of the Mobility Hubs and Parking Management Planning programs are to assist jurisdictions, transit agencies and county transportation agencies in developing a hub plans or parking management plans. Jurisdictions, transit agencies and county transportation agencies are eligible to receive planning grants through a competitive process. MTC anticipates recommending grant awards to the Commission for approval in June 2023. In addition, for the Mobility Hubs and Parking Management capital projects, MTC will provide design and evaluation technical assistance to help project sponsors meet the objectives of the program.	VAR230204	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	Priority Production Area Pilot Program	SF Bay Area: Regionwide: Planning Assistance to support infrastructure investments, policies, or programs to improve the performance of Priority Production Areas, clusters of industrial businesses well-served by the region's goods movement network. The goal is to fund comprehensive planning and technical assistance in Priority Production Areas that will result in increased economic development investments and protection from competing land uses.	VAR230205	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	MTC	Transportation Electrification Planning Program	Given the increased urgency to reduce GHG emissions and advance the Plan Bay Area 2050 transportation electrification strategy, MTC developed a program that will invest in infrastructure and planning to accelerate electrification of the light-duty transportation sector. The Transportation Electrification Planning Program will focus on three main components: 1) A.Public Fleet Electrification Planning, 2) Local Transportation Electrification Action Planning and 3) Regional Program Planning.	VAR230206	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Regional/Multi-County	BART	Electric Vehicle Charging at BART Stations	Install roughly 200 Level-2 charging ports at four BART stations.	VAR230207	21-EN08-131	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Regional/Multi-County	MTC	GL: Bus Accelerated Infrastructure Delivery	The Bus Accelerated Infrastructure Delivery (BusAID) effort serves to fund the delivery of near-term (quick-build) transit priority projects in "hotspot" locations throughout the Bay Area. The intent is to maximize travel time savings and service	VAR230208	21-T10-093	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Regional/Multi-County	GGBHTD	GGBHTD - Zero Emissions Bus Replacement	Purchase of seven zero emission buses to replace existing diesel engine buses.	VAR230209	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

San Francisco	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	SFMTA: Systemwide: ATCS Wayside/Central Train Control & Rail/Bus Signal Systems Rehab/Replace Program includes but is not limited to (1) Final cutover of the new Advanced Train Control System (ATCS), remove the old signal system, and replace critical wayside equipment including station controllers, axle counters, and loop cables (2) Replace the UPS that provides power to the Central Control portion of the ATCS (3) Replace subway motor generators at Van Ness Station,	SF-050024	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
San Francisco	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: Existing on and off ramps at the Yerba Buena Island (YBI) interchange at US I-80: Reconst ramps On the west side of the Island: Rehabilitate existing deficient bridges. Neither element is included as part of the current San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Safety Project. Funds programmed after FY19 are for elements that do not change roadway capacity. \$18M in Other Federal are RAISE funds	SF-070027	21-T01-004	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
San Francisco	SFMTA	Oakdale Caltrain Station	San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain commuter-rail station at Oakdale Avenue to accommodate transit needs of a newly developing Bayview/Waterfront/Hunters	SF-090011	21-T11-115	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
San Francisco	SFMTA	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco: preserve service and replace 84 paratransit vehicles	SF-090035	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
San Francisco	WETA	WETA: Replace Ferry Vessels	WETA: All existing ferry vessels for WETA: Replace vessels when they reach the end of their useful life of 25 years	SF-110053	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
San Francisco	Port of SF	Cargo Way and Amador Street Improvements	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east: design and construct a complete street project, including road resurfacing, separated bike lane on Cargo Way, expanded sidewalks, greening, and reduce stormwater run-off.	SF-170012	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
San Francisco	BART	Embarcadero Stn: New North-Side Platform Elevator	San Francisco: At the north end of the Embarcadero BART/Muni Station: Purchase and install a new vertical elevator. A glass enclosed cab and hoistway are envisioned to be used for visual transparency and an emergency stop will be provided at the Muni platform. This project meets the OBAG goal of Transit expansion, reliability and access improvements, is in a PDA, increases Core Capacity and is included in MTC's Bay Area Core Capacity Transit Study. \$1,172,942 for this project is included in VAR170025 for Lifeline Cycle 6.	SF-170016	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for	Not Modeled
San Francisco	SFMTA	SFMTA: Motor Coach Mid-Life Overhaul	SFMTA: Existing Motor Coach and Trolley Coach Mid-life overhauls. SFMTA has started the Fleet Replacement program since 2013 and these vehicles have reached the midpoint of its life expectancy. A midlife overhaul program is critical to sustain the reliability and service availability of the vehicles. Taking the midlife overhaul opportunity, this allows SFMTA to keep the onboard electronic systems up-to-date. The general scope of work is to include the propulsion system, traction motors, onboard battery system, destination signs, flooring, seats, pneumatic system, electrical systems, interiors and	SF-170018	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
San Francisco	SFMTA	SFMTA: Rehab Historic Streetcars	SFMTA: Fleet of historic streetcars: Rehabilitate vehicles. SFMTA operates a fleet of Presidents' Conference Committee streetcars (PCC) and other vintage streetcars 21 hours per day, 365 days a year. The PCCs carries approximately 20,000	SF-170021	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
San Francisco	TIMMA	Treasure Island Ferry Terminal Landside Imprvmnts	San Francisco: On Treasure Island at the new Treasure Island Intermodal Terminal on Avenue of the Palms between Clipper Cove Way and California Ave: Construct land-side improvements including shelters and public restrooms.	SF-190006	21-T10-092	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information	Not Modeled
San Francisco	SFCTA	Yerba Buena Island Multi-Use Pathway	San Francisco: On Yerba Buena Island along Hillcrest Rd and Treasure Island Rd: Build new multi-use path connecting the Bay Bridge East Span Bike Landing on YBI to the future Bay Bridge Skyway on West Span and to the Ferry Terminal on	SF-210001	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Francisco	MTC	Regional Planning Activities and PPM - SF County	San Francisco County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SF-170002	SF-210004	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
San Francisco	SFMTA	Central Embarcadero Safety Project	The Project expands on recent quick-build safety measures along The Embarcadero, between Bryant Street and Broadway, on the Vision Zero High Injury Network. It includes curb, utility, and other changes to extend and improve the waterside protected bikeway; shorten and improve crosswalks; and add real-time messaging/wayfinding for parking and special events.	SF-230201	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Francisco	SFMTA	29 Sunset Improvement Project	The San Francisco Municipal Transportation Agency (SFMTA) 29 Sunset Improvement Project aims to improve the performance (travel time and reliability) of and passenger experience (including improved safety for pedestrians accessing the bus) on the Muni 29 Sunset bus route such as optimization of stop locations; improvements to stops, such as expanded waiting areas and, in some cases, transit bulbs; and implementation of transit signal priority.	SF-230202	21-T10-068	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information	Not Modeled
San Francisco	Caltrain	San Francisco RailyardsTOC Implementation Strategy	The project will develop a Transit Oriented Communities Implementation Strategy (TOC Strategy) plan for the major mixed-use transit-oriented development at the 20-acre Caltrain 4th and King railyard. The project includes public engagement and neighborhood planning to develop strategies that reflect local priorities; assess how to create more housing by removing barriers to housing in surrounding neighborhoods; identify infrastructure needs required to enhance multimodal connectivity between the neighborhood and TOD, including bicycle and pedestrian access.	SF-230203	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

San Francisco	SFMTA	SFMTA Facility Development -- Battery Electric Bus	San Francisco: ZEB Infrastructure Set-Aside SFMTA is preparing a RFP for an Environmental Consultant for CEQA and NEPA for its bus yards 949 Presidio Ave.-- Presidio Yard, 2301 Stockton St. -- Kirkland Yard, 1301 Cesar Chavez -- Islais Creek Yard. The \$6,312,271 in funding will be used for planning, inreach and outreach, and preparation of CEQA and NEPA documents to prepare these yards for next steps for improvements, including installing infrastructure to operate BEBs to meet CARB's 2040 deadline.	SF-230204	21-EN08-131	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
San Francisco	SFMTA	Muni Forward Five-Minute Network Corridor Planning	The Five-Minute Network is part of the SFMTA's next generation of Muni Forward transit priority capital projects. The most intensive improvements will focus on the network of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs, referred to as a "Five-Minute Network." Improvements would also be made to routes that provide critical connections to the Five-Minute Network.	SF-230205	21-T10-068	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
San Francisco	SFMTA	Bayview Multimodal Community Corridor	The Bayview Community Multimodal Corridor project will improve pedestrian and bicycle safety and access by providing a comfortable multimodal route and supportive programs. The project includes 9 raised crosswalks, 3 raised intersections, over 0.5 mile of protected bikeway, 3 protected intersections, 7 bulbouts, 11 curb ramps, 125 feet of widened sidewalk, 13 speed humps/cushions, 2 transit boarding islands.	SF-230206	21-T02-008	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Francisco	SFMTA	Western Addition Safe Streets	The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The project will deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.	SF-230207	21-T02-008	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
San Francisco	Port of SF	POSF-MTC Parking Management Pilot	Purchase and installation 28 multi-space meters that would be managed and maintained by SFMTA. The project will reduce local congestion caused by drivers by searching for parking without the benefit of real-time meter occupancy information; reduce delays to transit caused by local congestion, improving transit reliability and increasing transit	SF-230208	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
San Francisco	SFMTA	Pay or Permit Parking Program Expansion	This project uses FHWA funds to purchase parking paystations to expand SFMTA's Pay or Permit Parking Program, which charges a fee to visitors to park on streets in residential neighborhoods to increase parking availability and reduce congestion.	SF-230209	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
San Francisco	SFMTA	Howard Streetscape Improvement Project	San Francisco: Implement safety improvements on Howard Street from 4th to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.	SF-230210	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
San Francisco	SFMTA	Third Street Dynamic Traffic Signal Optimization	The Third Street Dynamic Traffic Signal Optimization Project seeks to improve and advance the SFMTA goals of safety and reliability, equity, access, and climate through the implementation of smart technology traffic signals. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. These technology solutions respond to real time needs of multimodal traffic flow to move the most people safely through the diverse Third Street corridor.	SF-230212	21-T10-068	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
San Francisco	SFMTA	SF Muni Rail, Way & Structures Program	SFMTA: Systemwide: Design and replacement of trackway, tunnel, and related systems serving the light rail and cable car lines as part of a regular replacement program and to mitigate excessive noise and vibration. The program seeks to rehabilitate and repair existing track work, including replacement and tamping of ties and ballast and installation of guardrail, enhance system safety and reliability, while reducing the need for excessive maintenance. This program is divided into 10 year segments, and work is ongoing on various phases of the program.	SF-95037B	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
San Francisco	SFMTA	SFMTA: Cable Car Vehicle Renovation Program	SFMTA: Cable car fleet: Overhaul and reconstruct the cable car fleet to maintain system reliability and productivity. Project is phased. Currently each car is unique and parts must be fabricated for each individual car. One goal of the renovation program is to start to standardize major vehicle components. Minor overhauls are scheduled every 15 years, major overhauls at 30-35 years and reconstruction at 60-70 years. At any one time, a total of four cars may be undergoing renovation. Reconstruction takes 18 months, major overhaul takes 9 months, and a minor overhaul takes 6 months.	SF-970073	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation of transit vehicles	Not Modeled
San Francisco	SFMTA	SFMTA Overhead Line Recon and Traction Power Prog	SFMTA: Systemwide: Design and construction of Muni Trolley Poles, Overhead Contact System, and Rail Traction Power improvements that provides power to Muni, based on evaluation of the Muni Track and Traction Power Condition Assessment, which serves light rail and trolley coach lines. The projects included in this program are designed to reduce operational problems, reduce maintenance and increase system reliability, provide flexibility in addressing acute needs, and address areas of chronic service outages or emergency repairs.	SF-970170	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
San Francisco	SFMTA	Cable Car Traction Power & Guideway Rehab	SFMTA: On the Cable Car system: Includes various guideway and infrastructure repair and improvement projects. Covers all street components of the Cable Car system, such as pulleys, switches and turntables. Replace track curves, frogs, sheaves, Barn 12KV, switchgear, DC Motor, mechanical, HVAC, and infrastructure upgrade for the space to comply with latest codes and ADA compliance. Because this is an ongoing program, projects are in varying stages of conceptual design, design, and construction.	SF-99T002	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
San Mateo	Caltrain	Caltrain Electrification	The Electrification Program will electrify the 52-mile Caltrain Commuter line from San Francisco to Tamien. The project includes the following activities: (1) an Environmental Assessment / Environmental Impact Report (EA/EIR) (2) the design and installation of approximately 150 single track miles of overhead contact system (OCS) that will distribute power to the electrically-powered locomotives or electric multiple unit (EMU) trainsets (3) the design and construction of two traction power substations and eight autotransformer stations to deliver the 25kV, 60Hz, single-phase, alternating current to the OCS (4) the design and installation of enhancements to the signaling and grade crossing control systems to make the system compatible with electrification and to provide for future operations service levels and (5) the integration of the Electrification System and Signaling modifications. (6) The development of specifications and the procurement of 98 EMUs.	SF-010028	21-T11-101	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
San Mateo	Caltrain	Caltrain Systemwide Track Rehab and Related Struct	Caltrain: Systemwide: Track Rehabilitation and Related Civil Structure program includes a wide range of track and civil structure projects to maintain these existing assets in a state of good repair. Track rehabilitation work under this program includes rehabilitation and replacement of track and track structure such as switches and switch components, rail lubricators, rail components, eliminate jointed track with welded rail, rail surfacing, rail grinding, replacement of ties and ballast, sub-grade undercutting, placement of asphalt underlay to rehabilitate track subgrade, replacement of existing paved street crossings with new crossing panels. Civil structure rehabilitation and replacement under this program includes existing bridges and bridge components such as foundations, piers, abutments, girders, stringers, deck structures	SM-03006B	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
San Mateo	Redwood City	US 101 / Woodside Interchange Improvement	Redwood City: Route 101 from 0.5 mile south of Route 101/84 Separation to Maple Street Overcrossing and on Seaport Boulevard and Route 84 from Route 101/84 Separation to Spring Street: Widen Woodside Road to six lanes (three in each direction) plus turn pockets, reconstruct all ramp connections between Woodside Road and US 101, construct direct-connect flyover ramps connecting to Veterans Boulevard, and construct additional pedestrian and bicycle facilities throughout the Project area and improve local intersections on Woodside Road and Seaport Boulevard. The Project would not change the alignment or operations of US 101.	SM-050027	21-T06-027	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
San Mateo	CCAG	SM Countywide ITS Improvements - SSF Segment	San Mateo County, City of South San Francisco: County-wide: ITS improvements at various locations in the County. The South San Francisco Expansion will extend the San Mateo County Smart Corridor north to include the Alternate Routes located in the City of South San Francisco. The Smart Corridor Implementation South San Francisco Expansion project	SM-070002	21-T07-057	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
San Mateo	East Palo Alto	US 101 University Ave Interchange Improvements	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St: Add bike lanes and a pedestrian lane and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve the traffic operations. Project will	SM-070006	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	CCAG	San Mateo County SR2S Program	San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested schools.	SM-110022	21-EN09-132	Exempt (40 CFR 93.126) - Other - Grants for training and research programs	Not Modeled
San Mateo	San Mateo	SR92/EI Camino Real (SR82) Ramp Modifications	San Mateo: At the SR92/EI Camino Real (SR82) interchange: Modify existing on/off ramps to improve the ingress and egress of the interchange. The overall project cost is estimated to be nearly \$10 million. Due to funding availability, the project could be divided into phases: Phase I would be to build the westbound modifications, and Phase II would be to build the eastbound modifications. Includes required follow up landscaping.	SM-110047	21-T06-048	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
San Mateo	SF City/County	Southern Skyline Blvd. Ridge Trail Extension	Construct a new 6-10 foot wide multi-modal (hiking, biking and equestrian use) wildland trail constructed on the east side of state route 35 "Upper Skyline Blvd" between the intersection of highway 92 and highway 35 southward approximately 6 miles to the SFPUC Peninsula Watershed property boundary with the Golden gate National Recreation Area Phleger Estate. The trail surface will be a combination of native materials and amended/improved materials. The major engineering requirement will be construction of 1000 feet of engineered retaining walls to support the trail tread where the alignment will cross three steep gulches in the northerly portion of the alignment. Three permanent restrooms, trailhead improvements, parking area and trail furniture will also be included in the project.	SM-130031	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	San Mateo County	Hwy 1 Congestion & Safety Improvements	San Mateo County: Highway 1 between Pacifica in the north and Half Moon Bay in the south (approximately 7 miles): Install various improvements such as raised medians, left turn lanes, acceleration lanes, pedestrian crossings, bike	SM-170001	21-T06-030	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
San Mateo	San Mateo	East Hillsdale Boulevard Ped/Bike Overcrossing	City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle overcrossing	SM-170006	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Caltrain: Systemwide: Refurbish existing TVM machines and incorporate Clipper functionality that both issue new cards and allow customers to add value in real time. This project will provide each station with a minimum of one dedicated clipper functional ticket vending machine on each station platform. This project will also replace and upgrade clipper card readers (or CID readers) at Caltrain stations as part of the MTC's Clipper upgrade project.	SM-170010	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for	Not Modeled
San Mateo	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Half Moon Bay: Phase 1 on Poplar St from Main St to Hwy 1: Implement complete street improvements including full depth pavement reconstruction, curb and gutter, crosswalk enhancements, sidewalks and bicycle lanes to approximately 900 lineal feet of road. Phase 2 will construct improvements from Hwy 1 to Railroad Avenue subsequent to phase 1 completion	SM-170013	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	San Bruno: On Huntington Ave from San Bruno Ave to Herman St : Implement pavement preservation and bike/ped facilities including the following: construction of a two-way cycle track along the northbound side of Huntington Avenue, a sharrow will be placed in the rightmost lane going southbound along with designated bike route signage Huntington Avenue will receive a slurry sealed treatment along the entire project area installation of streetscape improvements such as pedestrian scale lighting, landscaping and/or public art.	SM-170017	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Belmont	Belmont Pavement Preservation	Belmont: The proposed pavement repair and rehabilitation improvements include digouts, crack sealing, slurry sealing, thermoplastic striping and pavement markings at the following eight locations: Chula Vista from Alameda de las Pulgas to Ralston Avenue 6th Avenue from Ralston Avenue to Hill Street 6th Avenue from Emmett Avenue to Harbor Boulevard Cypress Avenue from Laurel to Middle Road Dale View from Hiller to Old Country Road Elmer from Ralston Avenue to	SM-170043	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
San Mateo	Portola Valley	Portola Valley Street Preservation	Portola Valley: Westbridge Drive (approximately Alpine Rd to Cervantes Rd) Alpine Road (approximately Willowbrook Dr. to Nyland Gate) Alpine Road (approximately Ladera to 200' N/O Hillbrook Dr) Corte Madera Rd (approximately Alpine Rd to Portola Rd). Pavement preservation including pavement grinding, base repair, slurry seal, thermoplastic traffic striping and pavement markings, and other misc work related to road resurfacing	SM-170044	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
San Mateo	CCAG	ITS Improvements in San Mateo County Northern Citi	San Mateo County: In San Mateo County Northern Cities Daly City, Brisbane, and Colma along the US 101 corridor to the SF County line, and on I-280 from I-380 to the San Francisco County Line: Continue the ITS improvement implementation efforts of City/County Association of Governments of San Mateo County (C/CAG), California Department of Transportation	SM-170046	21-T07-057	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
San Mateo	San Carlos	Brittan Ave. Widening	San Carlos: At the intersection of Brittan and Industrial Road: Widen sections of both roadways near the intersection, adding a turning median on Brittan Avenue to the west of the intersection, adding a left turn lane on eastbound Brittan Avenue, and adding a second left turn lane on southbound and northbound Industrial Road	SM-190001	21-T07-056	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
San Mateo	Redwood City	Roosevelt Ave Quick-build Traffic Calming	Redwood City: Along Roosevelt Ave: Install quick-build improvements to implement the approved, traffic calming plan with features to reduce speeding, enhance crossings, and address overall traffic safety including RRFBs, bulb-outs, a roundabout, high-visibility and raised crosswalks, bicycle-friendly speed humps, advance yield signage, splitter island, wayfinding signage for the Peninsula Bikeway, travel lane reduction, and opportunities for landscaping, seating, bike racks,	SM-210002	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
San Mateo	San Bruno	San Bruno Transit Corridor Ped Connection Ph4	San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity including installing curb extensions and accessible curb ramps. The Transit Corridor Pedestrian Connection Project aims to improve pedestrian connectivity within the City's Transit Corridor Area by enhancing the streets directly adjacent to the downtown core of San Bruno.	SM-210003	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Burlingame	Burlingame - Broadway Grade Separation	Burlingame: Broadway Ave at the Caltrain ROW: Grade separate Broadway from the Caltrain tracks, reconstruct the Broadway Caltrain station to meet current standards (eliminating the existing hold-out rule that currently prohibits north and south bound trains from passing through the station at the same time), the relocate and reconfigure parking from the west to the east side of the tracks, a new pedestrian and bicycle access crossing in proximity to Carmelita Avenue, and the grade separation of an existing at-grade pedestrian/bicycle access at Morrell Avenue within close proximity to the existing crossing.	SM-210004	21-T11-103	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing	Not Modeled
San Mateo	San Mateo	Delaware Street Safe Routes to School Corridor	San Mateo: Delaware St from 19th Ave to Pacific Blvd: Implement bicycle and pedestrian improvements including Class IV separated bike lanes and bicycle boulevard, upgrade pedestrian facilities, and connections to existing facilities. The Delaware Street Safe Routes to School Corridor is a high-priority project identified in the City's 2020 Bicycle Master Plan	SM-210006	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Burlingame	Burlingame Ped Safe Routes and Mobility Imp	Burlingame: Various locations near schools and transit, target approximately 22 locations: Implement quick build pedestrian safety improvements including installation of high-visibility crosswalks, advance pavement markings, striped bulb-outs, red curbing, and RRFBs.	SM-210007	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	SSF	South San Francisco East of 101 Transit Expansion	South San Francisco: Various locations including on Oyster Point Blvd between Veterans Blvd and Eccles Ave, Gateway Blvd between Oyster Point Blvd and E Grand Ave, and E Grand Ave between Gateway Blvd and Haskins Way: Install 11 new bus stops and upgrade 2 existing stops, enhance sidewalk and crosswalk.	SM-210008	21-T10-093	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information	Not Modeled
San Mateo	Burlingame	Burlingame Square Caltrain Station Mobility Hub	Burlingame: At the intersection of California Drive and Burlingame Avenue, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility including seating areas, bicycle racks, pedestrian-scale lighting and traffic signal improvements, sidewalk improvements, and pedestrian level wayfinding to help	SM-210009	21-T03-009	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Millbrae	Millbrae Transit Center MicroMobility Hub Pilot	Millbrae: Near the Millbrae Transit Center, in a City-owned parking lot: Install new local mobility hub including providing approximately a 5 bike-share, e-bikes station, bike racks, wayfinding signs, site amenities such as shaded waiting area and plantings, and ADA improvements. This area will help bridge first-and last-mile gaps.	SM-210010	21-T03-009	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Millbrae	Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps	Millbrae: Along San Anselmo Ave, Park Blvd, and Santa Teresa Way: Installation of traffic calming, pedestrian and bicycle improvements. Installation will include new striped bulbouts, reflective flexible posts, and re-striping of the crosswalk. The project will also include installation of green-backed sharrows, signage, and striping updates to integrate a new Class 3	SM-210011	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Daly City	Southgate Ave and School St Safety Improvements	Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including would install edgelines, painted bulb-outs and high-visibility crosswalks to increase	SM-210012	21-T09-061	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
San Mateo	MTC	Regional Planning Activities and PPM San Mateo	San Mateo County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SM-170002.	SM-210013	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
San Mateo	SamTrans	SamTrans Bus Replacement	SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life. This project will procure 135 transit buses to replace an equal number of 2009 Gillig buses that have reached the end of their useful life.	SM-210014	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
San Mateo	SamTrans	SamTrans Paratransit Vehicle Replacements	SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life. Vehicles to be replaced between FY2022 and FY2024 include: FY22--21 cutaway buses, FY24--14 minivans, FY24--9 cutaway buses.	SM-210015	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
San Mateo	SamTrans	SamTrans South Base BEB Charging Infrastructure	SamTrans: South Base: Install electrical charging Infrastructure including design and construction of charging infrastructure and bus charging bays, procurement and installation of 37 overhead pantograph charging dispensers, and design and construction of essential power distribution networks.	SM-210201	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
San Mateo	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	Burlingame: Rollins Road north of Broadway to Millbrae City limit near Adrian Road: Implement Road Diet; Striping and Signage; Pedestrian Crossing Improvement; ADA corner ramp and Bulb-out installation; separate Class IV bikeway; median installation and rectangular rapid flashing beacons. The existing multilane roadway is 64-ft wide curb to curb, with 10-ft ROW on each side, consisting of four vehicle travel	SM-230201	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Colma	El Camino Real Complete Streets Mission-Arlington	El Camino Real Complete Street Project (Segment B) is a component of a larger El Camino Real (ECR) Improvement Project. The improvements on ECR Segment B include construction of new accessible sidewalks, bicycle facilities, along	SM-230202	21-T08-060	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
San Mateo	Menlo Park	Middle Avenue Pedestrian and Bicycle Undercrossing	Construct a grade separated pedestrian and bicycle crossing of the Caltrain railroad in the vicinity of Middle Avenue in the City of Menlo Park.	SM-230203	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Redwood City	Roosevelt Avenue Traffic Calming project	Installation of traffic calming measures on Roosevelt Avenue between Alameda de las Pulgas and El Camino Real including a road diet near the Upton St intersection	SM-230204	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
San Mateo	SMCTA	19th Avenue/Fashion Island Blvd	The 19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway (Bikeway) is located along 19th Avenue/Fashion Island Boulevard between the City of San Mateo and City of Foster City. The proposed mile long new bikeway extends between the Hayward Park Caltrain Station in City of San Mateo and the Bridgepointe Parkway shopping	SM-230205	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	SSF	School St/Spruce Ave and Hillside Blvd Safety Imps	Project improvements will provide students and other residents with safe active transportation modes on busy Hillside Boulevard and on Spruce Avenue/School Street through placement of a traffic signal, high visibility cross walks, ADA compliance improvements, curb ramps, bulb-outs, and drainage improvements.	SM-230206	21-T08-060	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
San Mateo	San Mateo County	Bay Road Complete Street Rehabilitation	The Project is a joint effort with the City of Redwood City to make improvements within the Project limits for all road users who use or cross Bay Road, between 5th Avenue and 15th Avenue/Spring Street. The Project will include pedestrian crossing improvements, new bicycle facilities, new ADA-compliant curb ramps, traffic stripings and markings, pavement repairs, improved transit facilities, and green infrastructure.	SM-230207	21-T08-060	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
San Mateo	Pacifica	Sharp Park PDA Improvements	The Sharp Park PDA Pedestrian Improvement Project will close sidewalk gaps, improve sidewalk to above ADA standards, install new ADA compliant driveways and corner curb ramps, install curb and gutter to improve storm water management, remove and replace failed pavement, slurry seal, and install bicycle and pedestrian striping along Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard.	SM-230208	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	Caltrain	Caltrain Railcar Replacement	Procurement of high-performance EMUs to replace diesel locomotive trains and enhance the speed, capacity, safety, and reliability of Caltrain, the primary commuter rail service for millions of residents in the San Francisco Bay Area. The Project will enable Caltrain to eliminate diesel service originating and terminating on the main transit link between the major employment centers of San Francisco and San Jose, reducing emissions and noise pollution in the equity priority communities along the corridor. The Project will advance the US Department of Transportation goal of transitioning to a cleaner and more energy-efficient future, and forms part of a larger formal electrification initiative at Caltrain (PCEP).	SM-230209	21-T11-101	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
San Mateo	SamTrans	El Camino Real Mid-County Multimodal Corridor Plan	The El Camino Real Mid-County Plan will integrate SamTrans’ transit priority capital improvement vision with local visions for bicycle facilities, pedestrian improvements, parking, and/or general-purpose travel lanes along El Camino Real (CA State Route 82), in the cities of San Mateo, Belmont, and San Carlos. This will result in comprehensive conceptual level designs, developed in partnership with cities and local communities, for improving transit performance. The proposed plan will build on the conceptual design and implementation of the SanTrans El Camino Real Bus Rapid Transit Reliability Study (ECR Study) in 2022.	SM-230210	21-T12-119	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
San Mateo	Woodside	Woodside Road Bike and Ped Improvements E of I-280	This project would provide bike and ped safety enhancements on Woodside Rd between I-280 and Alameda de las Pulgas. Improvements would likely include green bike lane markings, bike lane buffer, vehicle speed reduction through signage and striping changes, and potentially other traffic calming and bike safety measures. The project is within Caltrans right of way. The Town has been awarded \$800,000 in Community Project Funding through the efforts of Congresswoman Anna Eshoo.	SM-230211	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	San Mateo County	Santa Cruz Ave/Alameda de las Pulgas Complete St	The work to be done consists, in general, of reducing the number of travel lanes by constructing bicycle and pedestrian improvements, which include concrete islands, bulb-outs, and curb ramps. It also involves the removal of damaged sidewalk, roadway, and miscellaneous concrete, as well as the re-alignment of the curb line, gutter, sidewalk, and driveway. Additionally, the project includes drainage improvements with the placement of new storm drains, utility adjustments, removal of old striping and markings, restriping, traffic signal light modifications, creation of protected	SM-230212	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
San Mateo	Atherton	Alameda de las Pulgas Traffic and Safety Imps	Traffic safety improvements on Alameda de las Pulgas including but not limited to removal of a mid-block pedestrian activated signal and crossing between Mills Avenue and Camino al Lago, signalization of the Camino al Lago intersection, geometric modification and signalization of the Atherton Avenue intersection, green infrastructure and drainage improvements, curb ramps, complete streets, slurry seal (if within the budget) and signing, striping and pavement markings.	SM-230214	21-T08-060	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
San Mateo	Belmont	Ralston Avenue Segment 4	A complete streets project focusing on circulation, safety, pedestrian and bicycle improvements along Ralston Avenue between Alameda de las Pulgas to the western City limit at Christian Drive. Improvements to sidewalk, crosswalks, ramps, pavement, and bicycle facilities will be done as part of the project to improve mobility and safety for all modes of transportation. The design is based on the Ralston Avenue Corridor Study and Improvement Plan which was adopted in August 2014. The project has a conceptual design and needs detailed PSE and Construction funding.	SM-250202	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
San Mateo	SSF	South Linden Grade Separation Project	This Project will raise the railroad between Colma Creek Bridge in South San Francisco, CA and the I-380 overcrossing in San Bruno, CA, with grade separation structures at South Linden Avenue in South San Francisco and Scott Street in San Bruno. South Linden Avenue will be partially lowered and reconstructed with pedestrian and bicycle access and safety improvements. At the Scott Street crossing, motor vehicle access will be closed and a pedestrian and bicycle undercrossing will be constructed.	SM-250203	21-T11-103	Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment	Not Modeled
San Mateo	Belmont	Alameda de las Pulgas Corridor Improvements	A multi-agency regional transportation improvement project involving cities of Belmont, San Carlos, and two School Districts (Sequoia Union High School and San Carlos School District) along the Alameda de Las Pulgas (ADLP) and San	SM-250204	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	VTA: Standard and Small Bus Replacement	VTA: Fleetwide: Standard and Small Bus Replacement	SCL050001	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Santa Clara	VTA	VTA: Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	SCL050002	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
Santa Clara	San Jose	Bay Trail Reach 9 & 9B	San Jose: From the existing San Francisco Bay Trail/Highway 237 Bikeway Trail to the Bay Trail designated parking spaces (adjacent to the publicly accessible Marriott Hotel property) design and construct 1.1 miles of commuter/transportation trail with construction and environmental documents to describe the installation of asphalt-	SCL050082	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	San Jose	San Jose: Los Gatos Creek Reach 5 Underpass	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c). Construction documents will cover trail underpasses beneath railway bridge and San Carlos St bridge, ramping system leading to underpasses, development of new paved trail leading to Montgomery Ave.	SCL110029	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	VTA Track Intrusion Abatement	VTA: Various locations along trackway: Take steps to prevent track intrusion into light rail trackway at intersections and locations currently subject to trespassing. Planned improvements include installation of fencing, barriers, signage, flashing signs, and pavement markings at locations identified and approved by VTA's Safety Committee.	SCL150008	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
Santa Clara	VTA	I-280/Winchester Blvd Interchange Improvement	San Jose: I-280/Winchester Interchange: Construct new off-ramp from northbound I-280 would connect to Winchester Boulevard via Tisch Way. The new off-ramp would diverge from the current northbound I-280 off-ramp to Stevens Creek	SCL150014	21-T06-017	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Santa Clara	VTA	VTA: Paratransit Vehicle Procurement	VTA: Paratransit Fleet: Procure vehicles and associated equipment for paratransit services.	SCL170005	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Santa Clara	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	Sunnyvale: Various locations: Add bulbouts, create new bicycle lanes and bicycle boulevards. The project will enhance bike lanes, add green bike lanes, create new bicycle lanes/routes and boulevards. The project will also add high visibility crosswalks and install crosswalk warning system at selected locations in Sunnyvale's SNAIL and San Miguel Neighborhoods. SRTS improvements will be constructed for Columbia Middle School and San Miguel Elementary School.	SCL170017	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Santa Clara	Sunnyvale	Bernardo Avenue Bicycle Underpass	Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass. Bernardo Avenue is a two lane collector roadway that is located in the western portion of the City of Sunnyvale. It stretches from Homestead Road in the south near Cupertino and Middlefield Road in the north near Mountain View. It serves as a major	SCL170020	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Sunnyvale	Peery Park "Sense of Place" Improvements	Sunnyvale: In Peery Park Specific Area on Potrero Avenue from Maude Avenue to Central Expwy: Install sidewalks, pedestrian improvements, crosswalk improvements, ADA compliant curb ramps and possible curb extensions to reduce pedestrian crossing distances.	SCL170023	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	San Jose	San Jose Pavement Maintenance	San Jose: Various roadways including - Cherry Av from Almaden Ex to Branham Ln, Fruitdale Av from Bascom Av to Southwest Ex, Lean Av from Blossom Hill Rd to Chynoweth Av, Meridian Av from Camden Av to Blossom Hill Rd, Naglee Av from Forest Av to The Alameda, O'Toole Av from Montague Ex to Brokaw Rd, Piedmont Rd from Landess Av to Penitencia Creek Rd, Pine Av from Hicks Av to Bird Av, Santa Teresa Blvd from Bernal Rd to City Limit (3,000 feet south of	SCL170044	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Santa Clara	VTA	VTA: Non-Revenue Vehicle Procurement	VTA: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life. This ongoing program schedules the acquisition of Non-Revenue Vehicles to replace existing units that have high mileage, have had a history of mechanical failures, or have been decommissioned because of mechanical failures which were not	SCL170047	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles	Not Modeled
Santa Clara	San Jose	W San Carlos Urban Village Streets Improvements	San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements including median islands, ADA curbs ramps, flashing beacons, enhanced crosswalks, curb extensions, green infrastructure, traffic signal modifications and bike racks	SCL170061	17-07-0001	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Santa Clara	VTA	I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge	San Jose: On I-280 between SR 87 and Los Gatos Creek Bridge: Construct soundwalls. Ambient noise level decibels affecting pre-existing residential areas adjacent to I-280 in accordance with Streets and Highways Code Section 215.5 on I-280.	SCL170064	21-T07-056	Exempt (40 CFR 93.126) - Other - Noise attenuation	Not Modeled
Santa Clara	VTA	Hwy. Transp Operations System/FPI Phase 1 & 2	Santa Clara County: At various locations: Implement Transportation Operations System/Freeway Performance Initiative projects which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, and operations and maintenance of ITS infrastructure.	SCL190003	21-T07-056	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than	Not Modeled
Santa Clara	VTA	I-280/Wolfe Road Interchange Improvement	Cupertino: I-280 at Wolfe Rd interchange: Replace existing overcrossing structure, modify existing on-ramps and and off-ramps, modify existing local street intersections and upgrade bicycle and pedestrian facilities, construction auxiliary lanes, retaining walls, and soundwalls as needed.	SCL190011	21-T06-017	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	VTA	US 101/San Antonio Rd/Charleston/Rengstorff IC Imp	Mountain View and Palo Alto: US 101/San Antonio I/C: Reconstruct to a full interchange At the US 101/Charleston/Rengstorff interchange: Modify on- and off-ramps Between interchanges: Add new auxiliary lane to improve overall traffic operations and local circulation for all modes	SCL190012	21-T06-028	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	VTA	US 101/SR 25 Interchange - Phase 1	Unincorporated southern Santa Clara County south of Gilroy: at the US 101 and SR 25 interchange: Reconstruct the interchange at a location just north of the existing interchange. The improvements would include a new, widened bridge to convey SR 25 over US 101. It would also improve ramps for all traffic movements between US 101 and SR 25. The	SCL190013	21-T06-028	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	VTA	VTA: HVAC Replacement	VTA: At various facilities system-wide: Replace heating, ventilation and cooling equipment including four rooftop units at Guadalupe Division, two rooftop units at Chaboya Division, five rooftop units at Cerone Division, ten rooftop units at River Oaks Division. New equipment will be integrated into Energy Management System (EMS).	SCL190026	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for	Not Modeled
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	San Jose: Along Willow St from LeLong St to Graham Ave, Graham Ave from Willow St to Sherman St, and Goodyear/Keyes St from Sherman St to 3rd St: Construct bicycle and pedestrian safety improvements including road diets	SCL190028	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	San Jose	Better Bikeway San Jose - San Fernando Street	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements including bicycle signals, transit boarding islands, and dutch-style protected intersections.	SCL190029	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Santa Clara	Mountain View	Rengstorff Ave Grade Separation	Mountain View: At the intersection of Rengstorff Ave and the Caltrain right-of-way: Grade separate Caltrain at Rengstorff Avenue in Mountain View by lowering Rengstorff Avenue under the Caltrain tracks, constructing a bike/pedestrian bridge over Rengstorff parallel to the Caltrain bridge, and including bike/pedestrian improvements on Rengstorff under Caltrain.	SCL190032	21-T11-103	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Santa Clara	VTA	VTA: Guadalupe Steam Rack Improv & Liner Replace	VTA: At Guadalupe Division: Replace existing steam rack (light rail) track with a new liner system and overhead roof structure. The liner system will feature more efficient collection of steam water and the roof structure will be long and wide enough to reduce the unnecessary collection and treatment of rain water.	SCL190053	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	VTA	US 101/SR 152/10th Ramp and Intersection Imp.	Gilroy: US-101/SR-152/10th St Interchange: Widen the existing bridge, modify existing on- and off-ramp upgrade local roadways to current standards to improve local circulation. Implement "Complete Streets" element" to improve bicycle and pedestrian connectivity.	SCL210002	21-T06-048	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	Campbell	SR 17 Southbound/Hamilton Ave. Off-Ramp Widening	Campbell: Southbound Route 17 at Hamilton Ave: Widen off-ramp to improve operations. Add sharrows, green bike lane markings, ADA curb ramps, straighten west leg crosswalk, modify traffic signal at the Hamilton/Salmar intersection.	SCL210003	21-T06-048	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	VTA	VTA Rail Substation Rehab/Replacement	VTA: Light Rail System. Replacement of Traction Power Substation (TPSS) #11 located near Ohlone / Lick Spur and TPSS along Tasman West and Tasman East lines.	SCL210006	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Santa Clara	Mountain View	Mountain View - Stierlin Rd Bike-Ped Improvements	Mountain View: Along Stierlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard: Implement bicycle and pedestrian improvements including a) Class IV protected bike lanes on Shoreline Boulevard south of Middlefield Road to Montecito Avenue, b) traffic calming and pedestrian improvements on Central Avenue and Stierlin Road, including bulbouts, high-visibility crosswalks, pedestrian and street lighting improvements, midblock raised crossing and speed hump, c) green-backed sharrows on Stierlin Road between Windmill Park Lane/Wright Avenue and Washington Street and Class II bike lanes on Stierlin Road slip ramp, d) protected intersection at Shoreline Boulevard/Montecito Avenue-Stierlin Road, and e) Pedestrian activated midblock crossing on Shoreline Boulevard adjacent to the Safeway Shopping Center.	SCL210012	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	San Jose	En Movimiento - Quick Strike Improvements	San Jose: Various locations in East San Jose: Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The En Movimiento Quick Build Network project aims to provide bike and pedestrian improvements to East San Jose as envisioned in the En Movimiento Transportation Plan. The proposed network consists of eight bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The project will serve East San Jose, one of our more under-resourced communities. The proposal calls for bike boulevard and pedestrian treatments including traffic circles, traffic diverters, high visibility crosswalks, pedestrian bulb-outs, wayfinding/signage, and chicanes-speed humps.	SCL210015	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	San Jose	San Jose Downtown Bikeways - Quick Strike	San Jose: Various locations in the downtown area (project limits include 3rd St from St. James to Keyes, 4th St from Julian to Reed, San Salvador St from 4th to 10th, 2nd St from Reed to Keyes, and Taylor/Mabury from 21st to Lenfest): Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities. The Downtown Bikeways project will take downtown bikeways from temporary to permanent, adding more robust protection to the downtown bicycle network in San Jose and filling network gaps. This project will build on the success of the Better BikewaySJ project. After 3 years of interim design, the plastic bollard protection shows wear, and is frequently blocked by non-compliant parking and loading vehicles. This project will add surface concrete curbs, which will help keep the lanes clear, and make the street design more understandable for all users.	SCL210016	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	VTA Electronic Locker Upgrade and Replacement	VTA: At VTA park and ride lots, Light Rail Stations and Transit Centers: Replace 189 bicycle lockers (135 long-term rental lockers and 54 electronic lockers retrofitted in 2009/2010) located at VTA park and ride lots, Light Rail Stations and Transit Centers with new, Wi-Fi enabled, electronic lockers. The lockers VTA is replacing are 20 to 30 years old and have physically decayed to be inoperable, insecure, and must be replaced to provide service. Replacement will permit VTA to serve more customers and provide real-time availability and advance reservation capabilities. The project will fund outreach to current rental locker customers and marketing to highlight the improved bike lockers and encourage their use.	SCL210017	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga: Parallel to Fredericksburg Dr and Guava Ct and the Union Pacific Railroad Vasona Branch: Reopen and construct an at-grade bike/ped crossing connecting Fredericksburg Dr. and Guava Ct, which provides pedestrian connectivity to Lido Way. The project proposes to construct a 10-foot wide walkway over the UPRR Vasona Branch tracks within the existing 20-foot wide City access easement. An ADA-Compliant landing will be provided at both ends and center	SCL210018	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Santa Clara	VTA	SR 237/Lawrence Expressway/Carribean Dr IC Imp	Sunnyvale: SR-237/Lawrence Expressway/Carribean Dr Interchange: Modify interchanges to relieve congestion and improve traffic operations including modifying on and off ramps, upgrading local roadways to current standards, enhancing roadway safety, and implementing Complete Street element and improving bicycle/pedestrian connectivity. Plan Bay Area 2050 : 21-T06-043	SCL210019	21-T06-043	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	San Jose	SR 87/Capitol Expressway/Narvaez Ave. IC Imp	San Jose: SR 87/Capitol Expressway interchange: Modify the existing interchange with standard northbound on and off ramps that connect directly to Capitol Expressway instead of Narvaez Avenue. Improvements include adding a signalized	SCL210020	21-T06-040	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	VTA	US 101/Ellis Street Interchange Improvement	Mountain View: US 101/Ellis Street Interchange Modify: Modify interchange. Plan Bay Area 2050 RTP TIP 21-T06-028	SCL210021	21-T06-028	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Santa Clara	Campbell	Campbell PDA Enhancements	Campbell: Various streets in the vicinity of the Campbell PDA including Campbell Ave, Civic Center Dr, and Orchard City Dr: pedestrian and bicycle safety improvements including accessibility ramps, curb extensions, intersection reconfiguration, sidewalks, traffic signal modification, signs, striping	SCL210024	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Santa Clara	Mountain View	Mountain View Mobility Hub Pilot	Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car-	SCL210025	21-EN09-132	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Mountain View	Mountain View Shoreline Blvd Pathway Improvements	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown. Project scope includes removal of the existing pathway, installation of a new ADA-compliant bicycle and pedestrian pathway, curb, gutter, curb ramps, stairs, pathway lighting, landscaping,	SCL210027	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	SR-17 Bike/Ped Trail and Wildlife Crossing	Santa Clara County: SR-17 South of Los Gatos: Construct a separate Highway 17 wildlife undercrossing at a top roadkill hotspot on the eastern slope of the Santa Cruz Mountains, up to 5.4 miles of related directional fencing, and a multi-use	SCL210028	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	MTC	Regional Planning Activities and PPM Santa Clara	- Santa Clara County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SCL170001	SCL210029	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Santa Clara	VTA	N 1st/Tasman EB Track Switch Mod - TSP Enhancement	San Jose: At the Champion station In the vicinity of the North First St and Tasman Dr intersection: Modify the eastbound trackway circuit to trigger the eastbound transit signal priority (TSP) service calls earlier with the goal of reducing delays for eastbound light rail vehicles.	SCL210030	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Santa Clara	Cupertino	Cupertino Stevens Creek Blvd Class IV Bike Lanes	Cupertino: On Stevens Creek Blvd between Wolfe and Hwy 85: Convert existing Class II bike lanes to Class IV bike lanes. Improvements include installing pre-cast concrete vertical curbs, in-line floating bus stops and associated drainage improvements, traffic signal modifications with bicycle phasing, revised signage and striping, and removal of crosswalk	SCL210034	21-T07-056	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	SR 237 Westbound On-Ramp at Middlefield Rd.	Mountain View: Along Middlefield Rd from Logue Dr to 400 feet south of the eastbound SR 237 off-ramp: Improve traffic operations and enhance safety and implement Complete Streets improvements coordinated with other City of Mountain View improvements for enhanced bicycle and pedestrian access and safety.	SCL230001	21-T06-043	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Santa Clara	Santa Clara	De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes	Santa Clara: On three corridors (De La Cruz Blvd: Montague Expressway to Trimble Road, Lick Mill Blvd: Tasman Drive to Montague Expressway, and Scott Blvd: Calabazas Creek Trail to Saratoga Avenue): Complete traffic analyses, public outreach, design, and construction of bicycle facilities . The project will enhance safety, improve mobility, and reduce vehicle emissions by implementing high priority bicycle projects identified in the Santa Clara Bicycle Plan Update 2018.	SCL230202	(blank)	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	Cerone Operations Command and Control Center	VTA: At Cerone Bus Operating Division: Construct a new Operations Command and Control Center (OCC) Theater that would include Bus and Light Rail Workstations displaying the entire VTA Bus and Light Rail System in real time. The new OCC would support SCADA, Information Technology, and Telecommunications Rooms with staff offices for both the OCC facility and field staff. The new facility would also include a Training Center and Situation Room.	SCL230203	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance	Not Modeled
Santa Clara	Morgan Hill	Monterey Road Traffic, Bicycle, and Pedestrian Imp	The project consists of slurry sealing the roadway, which will include localized pavement repairs and crack sealing for preventative maintenance; new thermoplastic striping for buffered bicycle lanes and green colored pavement treatment enhancements for the existing Class II bicycle facilities at intersections, conflict points, and their approaches; complete	SCL230204	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improve	Construct 36 curb ramps,12 curb bulb-outs, 50 feet of new sidewalk, 2 new traffic signals, 2 new Pedestrian Hybrid Beacons, 2 new Rectangular Rapid Flashing Beacons, upgrade 2 existing traffic signals, install10 streetlights, 5,000 ft of fiber optic cable, and over 5,000 ft of Class II & III bike lanes.	SCL230205	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Santa Clara	Los Altos	N San Antonio Rd Complete Streets Project	Streetscape project along N San Antonio Rd from Foothill Expressway to El Camino Real. Includes Class IV protected bikeways, pedestrian enhancements, enhanced crossings, median landscaping, median curb reconstruction, resurfacing treatment.	SCL230206	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	San Jose	White Road Complete Streets Safety Improvements	This project will install 3 new traffic signals along the corridor to improve pedestrian accessibility to bus stops, schools, and retail, and reducing one of the longest stretches without a controlled crossing on the corridor from 2700' to 1700'). In addition, this project will improve safety for people walking and biking through protected intersections, new crosswalks, high visibility crosswalks, lane reduction, slip lane removal, and protected bike lanes.	SCL230207	21-T08-060	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Santa Clara	San Jose	Jackson Ave Complete Streets	The Jackson Avenue Complete Streets Project will provide transit, bicycle, and pedestrian enhancements along Jackson Avenue, a multilane corridor that runs parallel to I-680 in East San José. This project will improve safety, travel options, and access for underserved communities. Project may include new signals and intersection channelization	SCL230208	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Santa Clara	San Jose	Signalized Intersections Pedestrian Safety Improve	This project seeks to improve existing traffic signals at 3 signalized intersections in San Jose: Reed & Seventh, First & Virginia, and Dana and Naglee. Improvements include addition of protected left turns, upgrading existing equipment to the latest standards (additional signal heads, accessible pedestrian push button signals, video	SCL230209	21-T09-061	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Santa Clara	Mountain View	Moffett Boulevard Complete Streets	Repaving and installation of Class II bike lanes and Class IV protected bikeways between Middlefield Road and the northern terminus of Moffett Boulevard (Clark Road), a sidewalk gap closure between Stevens Creek Trail and Leong Drive, and intersection improvements at Moffett Boulevard/State Round 85, pending Caltrans approval consistent with the	SCL230211	21-T08-060	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Santa Clara	Mountain View	Middlefield Road Complete Streets	Repaving of Middlefield Road between Moffett Boulevard and Whisman Road and new Class IV protected bikeways, between Moffett Boulevard and Bernardo Avenue, consistent with the City of Mountain View's Bicycle Transportation Plan.	SCL230212	21-T08-060	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Santa Clara	Mountain View	El Camino Real/El Monte/Escuela Intersection Imps	Removal of the existing slip lane, installation of high visibility crosswalks, Class IV protected bikeways, green dashed conflict zones, and green bike boxes (pending Caltrans approval) and consistent with the City of Mountain View's El Camino Streetscape Plan	SCL230213	21-T08-060	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Santa Clara	VTA	Transit Reliability Imp and Performance System	VTA: Provide transit signal priority (TSP) capabilities throughout Santa Clara County at all traffic signals buses operate through, which are currently managed by four different and incompatible control systems. The project takes advantage of approaches used on the Internet of Things (IoT) with remote virtualized servers monitoring and controlling traffic signals through standardized communication protocols. These remote virtualized servers utilize the real-time tracking of buses to	SCL230214	21-T10-064	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	VTA	Wheels on the Bus – Real-Time Data (RTD)	A feasibility study to evaluate technologies capable of collecting and disseminating real-time use data for VTA's front-mounted bus bike racks and interior mobility device securement equipment. The desired technology should provide real-time information to VTA internal stakeholders and customers. The project will evaluate the integration of this real-time data	SCL230215	21-T10-064	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Santa Clara	VTA	Monterey Road Transit Lane	VTA: In San Jose: Implement a road diet and install a dedicated bus lanes and protected bicycle lanes on Monterey Road in San Jose from the intersection with Keyes Rd/1st St to Ford Rd to improve transit travel times while improving safety for	SCL230216	21-T10-064	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Santa Clara	VTA	Expand Cerone Bus Yard for Electric Vehicles	VTA: In San Jose: Define additional modifications and engineering work to expand bus charging capacity at Cerone Bus Yard.	SCL230218	21-EN08-131	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	VTA	Expand Chaboya Bus Yard for Electric and Fuel Cell	VTA: In San Jose: Modifications and engineering work required at Chaboya Bus Yard to increase operational efficiency and installation of zero emission bus infrastructure, both electric and hydrogen, as well as servicing of articulated vehicles.	SCL230219	21-EN08-131	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	Santa Clara	Anna Dr Neighborhood Flood Protection	The project will upsize the existing storm drain system in the Anna Drive neighborhood east of San Tomas Aquino Creek to meet current flood protection requirements.	SCL230220	21-T08-060	Exempt (40 CFR 93.126) - Other - Plantings, landscaping, etc	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Santa Clara	VTA	Bascom Avenue Complete Street (I-880 to Hamilton)	VTA: In Santa Clara County: Construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.	SCL230221	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Santa Clara Co	Santa Clara Co Circ and Mobility Element Update	The General Plan Transportation Chapter (Circulation and Mobility Element) was last prepared and adopted in 1995. Since then, there have been significant changes in land use, housing and employment, travel behaviors and preferences, and the types of technologies we have access to today. County Goals and Policies in the existing	SCL230222	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Santa Clara	Los Gatos	Highway 17 Bicycle and Pedestrian Overcrossing	The Highway 17 Bicycle & Pedestrian Overcrossing Project proposes to construct a separate bicycle and pedestrian bridge over Highway 17 on Blossom Hill Road between Roberts Road West and Roberts Road East (just south of the existing Blossom Hill Road Bridge) to provide a new Class I facility for bicyclists and pedestrians, and to construct separated bike and ped approach trails on both sides of the new bridge.	SCL230223	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Saratoga	Citywide Master Plan for Bikeways and Sidewalks	This project proposes to create a master plan for bikeways and sidewalks in the City of Saratoga. The master plan will identify and prioritize locations for new bikeways and sidewalks and opportunities for gap closure. This project will improve	SCL230224	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Santa Clara	VTA	Transit Center Park and Ride and Bus Stop Rehab	VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots as outlined in VTA's condition assessment, as well as rehabilitate and improve various bus stops.	SCL230225	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	VTA	Facilities Maintenance Equipment Program	VTA: In Santa Clara County: Replace essential shop and other maintenance equipment that has reached the end of its useful life.	SCL230226	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	Gilroy	Safe Routes to School - Christopher High School	Construct a Class I multi-use trail approximately 6,500 linear feet in length	SCL230227	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	Homestead Road Safe Routes to School	Homestead Road is a major east-west corridor that spans from Santa Clara University to Foothill Expressway traversing multi-jurisdictions including unincorporated Santa Clara County, Caltrans and the cities of Santa Clara, Cupertino, Sunnyvale, and Los Altos. This corridor is a local connection for three public schools, including West Valley Elementary School, Cupertino Middle School, and Homestead High School. The project upgrades pedestrian and bicycle infrastructure on Homestead Road between Foothill Expressway and Hollenbeck Avenue/Stelling Road. Improvements include bike paths, separated bike lanes, widened sidewalks, high-visibility crosswalks, curb ramps, and pedestrian and bicycle detection upgrades. This project will make it easier for K-12 students to travel to and from their	SCL230228	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	Sunnyvale	Pedestrian and SRTS Imps in SNAIL and Braly Corner	Pedestrian and Safe Routes to School improvements at 3 intersections in SNAIL & Braly Corners neighborhoods. Intersections are Gail Ave/Gladiola Dr by Braly Elementary School, Borregas Ave/Hemlock Ave, and Borregas Ave/Duane Ave near Columbia Middle School. The improvements will include high visibility crosswalks, signing and roadway	SCL230229	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Santa Clara	VTA	Safety Enhancements at Grade Crossings	VTA: In Santa Clara County: Install pedestrian gates at several crossings along the light rail corridors, including automatic pedestrian gates, swing gates and railings, minor civil improvements, and related signal modifications as necessary.	SCL230230	21-T10-086	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Santa Clara	VTA	Light Rail Station Rehabilitation FY24-FY25	VTA: In Santa Clara County: Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting.	SCL230231	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	VTA	Fiber Optics Replacement Program	VTA: In Santa Clara County: Replace the fiber optic network on Tasman West between Whisman and Baypointe light rail stations.	SCL230232	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Santa Clara	VTA	Guadalupe Elevator and Escalator Drainage Improvem	VTA: In San Jose: Install bio-retention filter system for elevator and sump pump drainage.	SCL230233	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Santa Clara	VTA	Guadalupe 2nd Entrance	VTA: In Santa Clara County: Analyze the feasibility of options and develop a preliminary alignment for the recommended option for a second light rail entrance to the Guadalupe Yard from North First Street.	SCL230234	21-T01-007	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track,	Not Modeled
Santa Clara	VTA	Access Controls & CCTV Capability Expansion	VTA: In Santa Clara County: Procure and install cameras, access control hardware devices, SANs for video, as well as cabling and network infrastructure.	SCL230235	21-T07-057	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled
Santa Clara	Sunnyvale	City of Sunnyvale Stevens Creek Trail Extension	Extension of Stevens Creek Trail (Class 1 bike and ped facility) in Sunnyvale from Remington Drive to Fremont Avenue.	SCL230236	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status								
Santa Clara	San Jose	San Fernando Street Mobility Hubs	This project will complete the design, environmental clearance, and construction of two small-scale mobility hubs on San Fernando Street in Downtown San José: one Urban District Hub and one Pulse Hub. Each hub includes a long-term	SCL230237	21-T08-060	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled	
Santa Clara	VTA	Audio Frequency Train Activated Circuit (AFTAC) Re	VTA: In Santa Clara County: Assessment, engineering, and construction to address reliability concerns for the Audio Frequency Train Activated Circuit (AFTAC) on the Vasona line.	SCL230238	21-T07-057	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled	
Santa Clara	VTA	Advanced Passenger Management Project	VTA: In Santa Clara County: Implement new hardware/software and applications that will help VTA paratransit customers have a safer and more enjoyable trip. Project proposes cognitive technologies to advance the Human Machine Interaction (HMI) capabilities of the Video Analytics platform.	SCL230239	21-T07-057	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled	
Santa Clara	Palo Alto	Meadow Drive & Charleston Road Grade Separation	The project provides for the planning, design, and construction of the grade separations at the existing at grade crossings on Meadow Drive and Charleston Road in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings	SCL230240	21-T11-103	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing	Not Modeled	
Santa Clara	Palo Alto	Churchill Avenue Grade Separation Project	Churchill Avenue Grade Separation Project provides for the planning, design, and construction of the grade separation at the existing at grade crossing on Churchill Avenue in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossing.	SCL230241	21-T11-103	Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment	Not Modeled	
Santa Clara	MTC	SR-237 Adaptive Ramp Metering Implementation	Santa Clara County: SR-237 from US-101 to I-880 adaptive ramp metering implementation. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.	SCL230242	21-T06-049	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled	
Santa Clara	Palo Alto	Palo Alto SS4A Safety Action Plan	Through collaboration with diverse stakeholders, equity analysis, and consideration of low-cost, high-impact strategies citywide, the Palo Alto Safe Streets for All Action Plan will chart a path forward to enhance safety and mobility in Palo Alto. Palo Alto has a high proportion of vulnerable road users, with over 9% of commuters traveling by bike and over 40% of	SCL250201	21-T09-061	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled	
Santa Clara	Saratoga	Village to Hakone Gardens Walkway Project	This project will create a walkway along State Route 9 from downtown Saratoga, "Saratoga Village," to Saratoga's traditional Japanese garden, Hakone Gardens. The walkway will require a soldier pile retaining wall along the PCC sidewalk for the first 350 feet. The remaining 450 LF of walkway will be constructed from asphalt concrete.	SCL250202	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled	
Santa Clara	Santa Clara	Santa Clara Vision Zero Plan	Development of a City of Santa Clara Vision Zero Plan through a comprehensive traffic safety analysis. The project will include community engagement events, countermeasure recommendations, and other potential opportunities to increase	SCL250203	21-T09-061	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled	
Santa Clara	San Jose	I-880/Montague Expwy. Interchange Improvements	Improve interchange at I-880/Montague Expressway. construct Partial Clover interchange at I-880 and Montague Expressway, including improvements on Montague. This project will provide complete street improvements.	SCL250205	21-T06-025	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled	
Santa Clara	VTA	Palo Alto Avenue Grade Separation Project	The project provides for the planning, design, and construction of the grade separations at the existing at-grade crossings on Palo Alto Avenue/Alma Street along the Caltrain Rail Corridor. The project will provide improvements to accommodate	SCL250206	21-T11-103	Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment	Not Modeled	
Solano	SolTrans	SolTrans: Bus Replacement (Alternative Fuel)	SolTrans: Eight 45' MCI commuter coaches: Replace vehicles as they reach their useful life.	SOL090034	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled	
Solano	STA	Solano Safe Routes to School Program	Solano County: Countywide: Education & Encouragement events, includingBicycle Rodeo Equipment & Education Materials, Walk & Roll Encouragement events, marketing, walking school bus program, and program coordination through	SOL110019	21-T09-061	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	Not Modeled	
Solano	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Fairfield: Systemwide: Replace four (4) local/intercity buses that have exceeded their expected useful life.	SOL110041	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled	
Solano	Solano County	Suisun Valley Bicycle and Pedestrian Imps	Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun	SOL130007	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled	
Solano	Caltrans	Rio Vista SR12 Pavement Rehab and Intersection Imp	Solano County: SR12 from Currie Rd to the County Line: Rehabilitate roadway Rio Vista: At SR12/Church Rd. Intersection: Improve safety and operational efficiency. Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone	SOL150003	21-T01-003	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled	
Solano	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	The Bay Trail/Vine Trail Gap Closure Project is the culmination of a multiyear feasibility study that investigated and evaluated multiple routes to close the gap between the Bay Trail to the south and the Bay Trail and Napa Vine Trail in	SOL170008	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled	
Solano	STA	Solano Mobility Call Center	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	SOL170009	21-T01-001	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Not Modeled	
Solano	Fairfield	Grange Middle School SR2S and PavementPreservation	Fairfield: On E. Tabor Ave between Dover Ave and Clay Bank Rd, and on Sunset Ave between E. Tabor and Travis Blvd: Implement pedestrian & bicycle safety improvements and pavement maintenance improvements including the installation of colored and stamped crosswalks, the installation of rapid flashing beacons, traffic signal modifications, the replacement	SOL170010	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled	

List of 2025 TIP Projects by County and Air Quality Status							
Solano	Vacaville	Vaca Valley/I505 Multimodal Improvements	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements. The project limits are east of the north I-505 ramps and west of E Monte Vista Ave.	SOL170013	21-T07-056	Exempt (40 CFR 93.127) - Intersection channelization projects	Not Modeled
Solano	Suisun City	New Railroad Avenue Pavement Rehabilitation	Suisun City: Railroad Ave from Sunset Ave to Birchwood Ct: Rehabilitate roadway on eastbound lanes Railroad Ave from Sunset Ave to Marina Blvd: Restripe existing Class 2 bicycle lanes on both sides of street, including buffer depending on	SOL170014	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Solano	Solano County	Solano County Roadway Preservation	Solano County: On Midway Road from Interstate 80 to approximately 200 feet west of Porter Road: Place asphalt overlay.	SOL170015	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Solano	Solano County	Solano County Farm to Market Phase 3	Solano County: Abernathy Road from Rockville Road to Mankas Corners Road (1.6 miles), Suisun Valley Road from Ledgewood Road to the Fairfield City Limit (2.4 miles), Rockville Road from Suisun Valley Road to Abernathy Road (1.7 miles) and Mankas Corners Road from Abernathy Road to the Fairfield City Limit (0.6 miles): Construct a total of 6.3 miles	SOL170016	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Solano	STA	SolanoExpress Bus Electrification	Solano County: Countywide: Purchase electric over-the-road coaches for long-haul SolanoExpress routes. Original specs called for 13 electric buses, since costs have risen, the amount of buses purchases might be fewer than originally proposed.	SOL190002	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Solano	F-S Transit	Fairfield - Electric Bus Fleet and Infrastructure	Fairfield: Systemwide: Purchase Zero-emission vehicles (ZEVs), charging and electrical infrastructure upgrades, vehicle maintenance facility expansion and upgrades, and associated equipment to maintain and operate ZEVs. Project will use a combination of local, state, and federal funding sources.	SOL190003	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Solano	STA	Solano Regional Transit Improvements - TIRCP 2020	STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan) At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St	SOL190023	21-T10-093	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	Not Modeled
Solano	STA	I-80/I-680/SR 12 Interchange Phase 2A	Solano County: I-80/I-680/SR-12 Interchange: Complete the construction of the I-80 connection to SR 12W that was started with the Construction Package 1. The existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.	SOL190024	21-T06-015	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Solano	Caltrans	Solano WB I-80 Cordelia Truck Scales	Solano County: WB I-80: Relocate Truck Scales facility 0.7 mile east from its current location. Create braided off-ramp connection and new entrance ramp connection to/from Westbound I-80 to address safety issues caused by short on-ramps leading to traffic congestion and increased risk of rear-end accidents. Create direct access to the facility from westbound State Route 12 (East). The new facility will expand capacity with seven covered inspection areas (old facility has four),	SOL190025	21-T07-055	Exempt (40 CFR 93.127) - Truck size and weight inspection stations	Not Modeled
Solano	Fairfield	Fairfield - Cadenasso Drive Paving	Fairfield: On Cadenasso Dr from west of Magellan Road to Beck Ave: Pavement preservation including using hot mix asphalt, ADA Ramp Upgrades, adjusting utilities to grade (manholes, valve boxes, monuments), add striping/pavement markings. There will also be an additive bid alternate (with local funds) for 2.5 inch mill and overlay w/fabric for Auto Mall Pkwy.	SOL210001	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Solano	Vacaville	Vacaville Pavement Preservation	Vacaville: Various Streets and Roads including Merchant St from I-80 to Camelia Way, Alamo Dr from Butcher Rd to Edgewood Dr, Alamo Dr from Buck Ave to West Monte Vista Ave, West Monte Vista from Alamo Dr to Orchard Ave, and Fruitvale from Orchard Ave to City Limits: Pavement preservation including resurface pavement, stripe, ADA improvements	SOL210002	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Solano	Vacaville	Vacaville: Electric Bus Charging Infrastructure	Vacaville: System-wide: Implement core infrastructure improvements to support the charging of a 100% Zero Emissions Bus fleet. California law mandates zero emission vehicles for future replacements. Vacaville is actively participating in an	SOL210003	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Solano	Vacaville	Vacaville: Electric Bus Fleet	Vacaville: Fleetwide: Procure 10 electric zero-emission buses in an effort to transition to an all electric fleet.	SOL210004	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Solano	Vacaville	Vacaville: Transit Building Expansion	Vacaville: Transit building: Construct addition to existing Transit building, adding offices and storage areas.	SOL210005	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Solano	STA	Solano Connected Mobility Implementation Plan	Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force	SOL210006	21-T10-093	Exempt (40 CFR 93.126) - Other - Planning and technical studies	Not Modeled
Solano	Vallejo	Vallejo Ferry Mobility Hub Improvement	Vallejo: In the public areas in front of the Vallejo Ferry Terminal all on the west side of Mare Island Way from the Ferry Terminal Building to the entrance of Parking Lot E: Implement mobility hub improvements based on community	SOL210007	21-EN09-132	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information	Not Modeled
Solano	MTC	Regional Planning Activities and PPM Solano	- Solano County: County-wide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SOL170001	SOL210008	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Solano	Fairfield	Fairfield West Texas Street Complete Streets	Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet. The corridor is a primary route of local and regional significance, providing access to key community destinations including a major transit hub, downtown, a park, government services, and schools. As a Class II bike route, bicyclists share the curb lane of the 5 lane roadway with fast-moving traffic. Sidewalks are narrow and not buffered from the roadway pedestrians often cross at unmarked and unsafe locations because there are too few marked crossings. Although facilities for walking and biking exist, they are insufficient. This proposed road diet will reduce lanes for motorist and upgrade facilities for bicyclist and pedestrians. Class II bike routes will be upgraded to Class IV separated bikeways and a landscaped street buffer will be installed, marked	SOL210009	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Solano	Vallejo	Vallejo Springs Rd Pavement Preservation	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications. This project is part of an exchange of federal funds (OBAG2-SSM) from SOL170008.	SOL210010	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Solano	Vallejo	Sacramento Street Road Diet - Phase II	This project will deliver a road diet on Sacramento Street between Tennessee and Frisbee Streets. The road diet will reduce the travel lanes from 4 lanes to 2 lanes with a center turn lane and add buffered bikes lanes in both directions. The project will also bring all curb ramps along this stretch into compliance with high visibility crosswalks and slurry seal the roadway to preserve the pavement and create a blank canvas for the restriping of the roadway including red curbs and bus boxes at the Soltrans bus stops along this stretch. The Project includes the DE Environmental	SOL230201	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Solano	Benicia	East Fifth Street PDA - Affordable Housing Streets	The City of Benicia owns a vacant piece of land in the Eastern Gateway neighborhood that it intends to sell for the purpose of affordable housing development. This property has two street frontages and the City owns significant excess right of way	SOL230202	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Solano	Fairfield	Travis Safe Routes to School and Transit	Class I trail connecting Hannigan train station with three schools and Travis Air Force Base. Existing Markeley Lane alignment upgraded with a bidirectional Class IV cycle track.	SOL230203	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Solano	Solano County	Solano 360 Transit Center Phase 1	Construct a Rideshare Parking lot as the first phase of the Transit/North Parking Center which will serve as a bus hub within Solano 360 with access to the County fair, and local & regional transit stops. Amenities include exterior lighting, EV charging stations, vegetated medians, and perimeter fencing. A 2-lane roadway with left turn lane, parkway landscaping,	SOL230204	21-T10-093	Exempt (40 CFR 93.127) - Bus terminals and transfer points	Not Modeled
Solano	Fairfield	Linear Park Node 4 Safe Routes to School Improve	Complete construction of Linear Park Node 4 to include widening of the existing eight foot wide Class I off-street pathway to twelve feet, installation of pathway lighting & security cameras, and landscaping. Other State funds are AB178 state budget earmarks.	SOL230205	21-T09-061	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status							
Solano	Fairfield	East Tabor and Tolenas Sidewalks	In Fairfield:On East Tabor Street construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the sidewalk gap. Project also includes minimal roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised traffic striping to add class 2 bike lane, and improvements as needed for bikes to use the new pedestrian crossing across the railroad tracks. On Tolenas Avenue (east side) the sidewalk will be widened from 4 feet to 6 feet, minimum. Non-participating work includes costs to modify an existing private property access and parking lot to facilitate the new sidewalk installation alignment adjacent to UPRR right-of-way.	SOL230206	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Solano	STA	Bike Trail Pedestrian Improvements	Bike Trail Pedestrian Improvements at three (3) trail crossings, Arlene Drive west of Arlene Way; Briarwood Drive south of Florence Drive; and Fruitvale Road between Ridgewood Drive and Parkridge Drive: Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.	SOL230207	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Solano	Suisun City	Park N Ride Parking Lot EV Station Installation	Project is to install three (3) Type-2 EV charging stations and one (1) Type-3 EV charging stations for a total installation of four (4) new EV charging stations in the City's Park N Ride Parking Lot. The Project Scope of Work will include: all necessary electrical underground work and electrical updates, including panel upgrades, that are required to provide the necessary infrastructure to the new EV charging stations; parking facility upgrades required to meet the current ADA	SOL230208	21-EN08-131	Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion	Not Modeled
Solano	Vallejo	Vallejo Bluff Trail Project	Project proposes constructing 1.97 miles of Class I bike/ped path along SR29 under I80 between Sequoia Ave. and Sequoia Ave (east and west of I80) and another leg of the trail up the bluff above I80 and the Carquinez Bridge connecting	SOL250201	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	SON110025	21-T01-005	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Sonoma	Santa Rosa	Jennings Ave Bike-Ped RR Crossing Corridor	Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing. An at grade crossing at this location would be designed to be ADA compliant and would include to the best available practices in the industry to provide appropriate warning devices in compliance with federal and State regulations. It would include gate	SON150003	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Santa Rosa	US 101 Hearn Ave Interchange	Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-aligned ramps to US 101.	SON150006	21-T06-029	Exempt (40 CFR 93.127) - Interchange reconfiguration projects	Not Modeled
Sonoma	SCTA	Highway 116/121 Intersection Improvement Project	Sonoma County: Southwest of the City of Sonoma at the intersection of State Routes 116, and 121, and Bonneau Road: Improve intersection of State Routes 116 (PM 46.5/46.8) and 121 (PM 6.5/R7.0), and Bonneau Road. Project proposes to reduce congestion at intersection by installing either a roundabout or traffic signal. Other components of project would	SON150009	21-T07-056	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Sonoma	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Petaluma: Transit Yard and Facility: Improvements to the Transit Yard and Facility to enhance security and maintain a state of good repair, including pavement repair and upgrades, video surveillance system, office security, yard lighting, ADA	SON170005	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Sonoma	SCTA	Sonoma County - County-Wide SRTS Program	Implement an ongoing Safety and Education Program in schools in Sonoma County, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.	SON170009	21-EN09-132	Exempt (40 CFR 93.126) - Other - Grants for training and research programs	Not Modeled
Sonoma	Santa Rosa	Highway 101 Bicycle and Pedestrian Overcrossing	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge, which includes a 16-foot wide structure over the highway and accessible ramps	SON170012	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility. The new Class I facility would remove a significant active transit barrier for two disadvantaged neighborhoods and provide a direct multi-	SON170014	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Petaluma	Petaluma AVL Equipment	Petaluma: Systemwide: Purchase and maintain AVL system equipment for fixed route vehicle.	SON170017	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g.,	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Sonoma	Sebastopol	Bodega Avenue Bike Lanes and Pavement Rehab	Sebastopol: On Bodega Ave between Pleasant Hill Ave and Jewell Ave: Add approximately 0.7 miles of Class II bike lanes On Bodega Ave between Pleasant Hill Ave and High St: Rehabilitate pavement. Included are new sidewalks to effect several sidewalk gap closures, plus a section of shoulder repair to ensure sufficient pavement width. There are also	SON170021	21-T01-003	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Not Modeled
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Improvements	Healdsburg: On Healdsburg Ave from Powell Ave to Passalacqua Rd: Construct complete streets improvements for all modes of travel including pedestrians, bicyclists, motorist, transit riders including reducing travel lanes from 5 to 3, adding bikes lanes, bus turn-outs, street parking, lighting, landscaping, LID, sidewalks, ped ramps, etc.	SON170024	21-T08-060	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Sonoma	Son Co TA	Joe Rodota Trail Bridge Replacement	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges. Work includes installing two temporary bridges before the removal and replacement of the existing bridges, drilling new concrete piers and constructing new bridge abutments and retaining walls, lifting and placing two prefabricated bridges, and paving asphalt to match the bridge approaches	SON170025	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	SantaRosa Bus	Santa Rosa CityBus: Electric Bus Replacement	Santa Rosa CityBus: Replace diesel powered local transit buses with electric and purchase/install supporting charging infrastructure. FY17 and FY18 awards will each support the replacement of 2 buses (4 total), the FY21 award will assist in the replacement of 6 buses as well as supporting electric bus charging infrastructure, and the FY23 award will assist in replacing 6 buses and further supporting charging infrastructure.	SON170026	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Sonoma	SantaRosa Bus	Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa: At the Transit Mall (2nd St between Santa Rosa Ave and B St): Rehabilitate the 500ft, two-lane roadbed in the multi-transit operator (Santa Rosa CityBus, Sonoma County Transit, Golden Gate Transit, Mendocino Transit, Greyhound) Santa Rosa Transit Mall to address service disruptions, operational safety issues, and pedestrian hazards resulting from failing pavement, and will re-establish safe, accessible crossing facilities for pedestrian circulation. Project will remove top layers of roadbed materials and replace with newly rehabilitated roadway and new striping for pedestrian access. The federal awarded funding fill be transferred from FHWA to FTA for the grant award.	SON210001	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	Not Modeled
Sonoma	Cotati	Cotati Downtown-Civic Center Connectivity Safety	Cotati: Various locations in Downtown and Civic Center: Pavement preservation and bicycle and pedestrian safety improvements. The Project rehabilitates La Plaza (inner hub street) and West Sierra Avenue and includes striping for a class 3 bike lane with buffer hatching and green bike paint at the intersections, and enhanced pedestrian crossings. The Project enhances connectivity of the City's centrally located La Plaza park and Downtown to the Community Demonstration Farm and Civic Center by repaving and restriping La Plaza and West Sierra Avenue to calm traffic and provide safe bicycle and pedestrian routes. The Project also enhances access of these points of interest from the Cotati train station and bus stations and to the west of town via the East School Street tunnel underneath Highway 101. The Civic Center includes a	SON210002	21-T09-061	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Improvements	Sebastopol: Various Locations: Construct ADA compliant ramps at four intersections along State Route 116, and pedestrian enhancements along Bodega Avenue at two uncontrolled crossings. The ADA compliant ramp work will take	SON210005	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Petaluma	Petaluma: Purchase 2 Replacement Fixed Route Buses	Petaluma: (2) 35' Battery Electric Buses: Purchase 2 Battery Electric 35' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses that have expended their useful life. VIN # 15GGB271971077482 and VIN # 15GGB271071077483	SON210006	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Sonoma	MTC	Regional Planning Activities and PPM Sonoma	- Sonoma County: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SON170002	SON210007	21-T07-058	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	Not Modeled
Sonoma	Rohnert Park	Southwest Boulevard Complete Streets	Rohnert Park on Southwest Boulevard between Commerce Boulevard and 300-feet east of Adrian Drive: Pavement rehabilitation lane reconfiguration; installation of new median and sidewalks; improvement of on-street bike facilities, crosswalks and bus stop; modifications of existing sidewalks and intersections; enhancement of existing soundwall other streetscape improvements (i.e. signage, landscaping).	SON210009	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Son Co TA	Sonoma County - West County Trail Gap Closures	Sonoma County: West County Trail at a 0.20 gap along Green Valley Rd and a 0.90-mile gap Occidental Rd: Construct Class I bike path segments to close gaps in the trail. The two Class I bike path segments will parallel Green Valley Road and Occidental Road. The construction work includes the following: earthwork, 8 feet wide asphalt pavement for the trail, drainage improvements, signage, and striping.	SON230001	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Sonoma County	Todd Road and Standish Avenue Intersection Improve	The project will install a traffic signal at the intersection of Todd Road and Standish Avenue/Ghilotti Avenue where Ghilotti Avenue will be realigned to make a 4-way intersection. The project includes installation of ADA compliant curb ramps, sidewalk extensions to make an existing bus stop more accessible and installation of Class II bicycle lanes on Todd Road.	SON230202	21-T01-003	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Sonoma	Santa Rosa	Highway 101 Hearn Avenue Multi-Use Pathway and Pav	This project will 1) install a Class I separated multi-use pathway along the South side of Hearn Avenue, connecting the existing SMART multi-use pathway at the western project limits with a planned multi-use pathway on the Hearn Avenue	SON230203	21-T01-003	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Rohnert Park	Hwy. 101 Bike/Ped Overcrossing at Copeland Creek	New Class 1 bicycle/pedestrian bridge spanning 850 -1000 feet in length crossing over the US 101 freeway. Project includes environmental document, preliminary engineering, design/PS&E and construction.	SON230204	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

List of 2025 TIP Projects by County and Air Quality Status

Sonoma	Healdsburg	Healdsburg: Grove Street Neighborhood Plan Impleme	Grove Street from Grant Street to Dry Creek Avenue in the City of Healdsburg adding curb, gutter, and sidewalk where missing to create continuous ADA compliant walkways. Includes connection and improvements to two public transit stops, LID water quality features, shade trees, and traffic calming measures. This segment of Grove Street runs parallel to a Class 1 bike facility, the Foss Creek Pathway, and has access points at both ends of the project and one in the middle.	SON230205	21-T01-003	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled
Sonoma	Santa Rosa	Downtown Connectivity to Support Housing Density	This project includes traffic and transit circulation, pavement, and multi-modal improvements needed to accommodate job and housing growth in the City core. Improving the pavement surface will provide increased ride quality in the travel lanes as well as the bike lanes which is a benefit for Transit, emergency responders, scooters, cyclists, and the motoring public.	SON230206	21-T01-003	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location	Not Modeled
Sonoma	Petaluma	Petaluma Paratransit Replacements	Purchase five (5) paratransit cutaways. Replace (2) 2015 24' Gas Ford E450 Cut-Away Vans and one (1) 2015 Ford E350 22' Cut-Away van with three (3) 2023 Cut-Away Vans, 5-Year, Gas, and replace two (2) 2013 24' Gas Ford E450 Cut-Away	SON230207	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Sonoma	Petaluma	Petaluma: (3) 40' Battery Electric Buses	Petaluma: (3) 40' Battery Electric Buses: Purchase 3 Battery Electric 40' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses and (1) 35' 1999 Fixed Route Diesel bus that have expended their useful life.	SON230208	21-T01-002	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	Not Modeled
Sonoma	SCTA	SR 121 at 8th Street East Intersection Improvement	The proposed project would provide intersection improvements to address high commute volumes that result in insufficient gaps for left turns in and out of 8th St. E., inducing significant motorist delay and increased safety challenges. Additionally, the current intersection's lack of multi-modal facilities acts as a barrier for pedestrians, cyclists and other non-motorized users. Two alternatives are currently proposed: 1- construct a traffic signal at the subject intersection. This alternative would also construct Class II bike lanes and sidewalks along Route 121 and a Class I shared use path along 8th Street East and construct high visibility crossings and accessible pedestrian signals at the project intersection; 2- construct a modern roundabout at the subject intersection. This alternative would also construct Class II bike lanes along the approach roadways. At the intersection, this project would construct Class I shared use paths along 8th St. East and construct high	SON230209	21-T01-006	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections	Not Modeled
Sonoma	Petaluma	Petaluma River Trail	The Petaluma River Trail is part of a larger regional vision for active transportation, connecting to and sharing alignments with the Great Redwood Trail/SMART Trail, Bay Area Ridge Trail, Bay Trail, and proposed Petaluma-Sebastopol Trail. Planned improvements include a paved multi-use trail with natural surface shoulders, viewing and seating areas, lighting, wayfinding, educational signage, and other trail amenities. The next phase of the project will focus on a key 0.5-mile gap between Sausalito and the Petaluma River. The project will include construction of a 0.5-mile segment of the trail, which will connect the	SON250201	21-T08-060	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	Not Modeled

Appendix E. Transportation Control Measures

The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP. For more information on the completed TCMs 1-28, see the Transportation-Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002). This report can be found in the MTC-ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to carbon monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court’s April 19, 1991, order. Carbon monoxide standards have been achieved primarily using oxygenated/reformulated fuels in motor vehicles and with improvements in the Smog Check program.
- As part of EPA’s partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two (2) of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new TCMs were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizen’s lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004, MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit, which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase public transit ridership by 15% over 1982-83 levels by November 2006 (*Bayview Hunters Point Community Advocates v. Metropolitan Transportation Commission* (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

Approved TCMs in the SIP

Table 10. Original TCMs from 1982 Bay Area Air Quality Plan

TCM	Description
TCM 1	Reaffirm Commitment to 28% Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6¹	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11²	Gasoline Conservation Awareness Program (GasCAP)
TCM 12²	Santa Clara County Commuter Transportation Program

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

TCM	Description
TCM 13	Increase Bridge Tolls to \$1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of \$1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16¹	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs

Table 12. New TCMs in 2001 Ozone Attainment Plan

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

¹ Deleted by EPA action from ozone plan

² Deleted by EPA action from ozone plan but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA’s Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 13). TCMs A-E are now fully implemented.

Table 13. Implementation Status of Approved TCMs in 2001 Ozone Attainment Plan (A – E)

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	\$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle /Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.	FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
				approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million. TCM C is fully implemented.
D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas. TCM D is fully implemented.
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued. TCM E is fully implemented.

Appendix F. Methodology for Bay Area Conformity Determinations



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

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Gray Davis
Governor

November 30, 2001

Mr. Wayne Nastri
Regional Administrator
U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Dear Mr. Nastri:

The Air Resources Board (ARB/Board) hereby transmits the Bay Area emission factor model (SF Bay Area-EMFAC 2000) to the U.S. Environmental Protection Agency (U.S. EPA) for approval and use in the 2001 San Francisco Bay Area State Implementation Plan (Bay Area SIP) and subsequent Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 is tailored specifically to the San Francisco Bay Area. The emission factors contained in SF Bay Area-EMFAC 2000, along with updated activity data from the Metropolitan Transportation Commission (MTC), provide the basis for the mobile source emissions budgets in the 2001 Bay Area SIP. SF Bay Area-EMFAC 2000 will be used for subsequent Bay Area conformity determinations. At a public meeting on November 1, 2001 the ARB Board approved SF Bay Area-EMFAC 2000 for these purposes following a 30-day public notice. At the time the Bay Area SIP was being developed, this model was the most current emission factor model available. SF Bay Area-EMFAC 2000 was based on EMFAC2000. The documentation for EMFAC2000 was publicly available beginning in May 2000 and made available for use by the Bay Area Air Quality Management District when it began developing the 2001 Bay Area SIP in November 2000.

The three Bay Area co-lead agencies responsible for developing the Bay Area SIP have committed to do a mid-course review of the Bay Area SIP by December 31, 2003 and revise the 2001 SIP by March 2004. ARB has committed to submit the revised Bay Area SIP to U.S. EPA by April 15, 2004. The mid-course review will use the most current emission factor model available at that time to develop the mobile source emissions budgets. This model will be EMFAC2001 or its successor.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

This transmittal provides documentation of the emission factors and activity data used in SF Bay Area-EMFAC 2000 to develop the 2001 Bay Area SIP. In addition, it includes the methodology ARB will be using to conduct Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 Emission Factor Model Documentation

Comparison between MVEI7F/7G and SF Bay Area-EMFAC 2000

The emission factors used in the SF Bay Area-EMFAC 2000 emission factor model represent a major improvement over emission factors used in older models such as MVEI7F and MVEI7G. SF Bay Area-EMFAC 2000 exhaust hydrocarbon emission rates are significantly higher than the emission rates included in the older models. The increase in exhaust hydrocarbon rates is mainly a result of the following changes:

- More accurately reflecting real-world driving by using the Unified Cycle (UC) driving cycle rather than the Federal Test Procedure (FTP);
- Using new speed adjustment factors to better reflect how emissions change as average driving speeds change;
- Representing 45 model years, rather than only 35; and
- Incorporating new vehicle test data.

Evaporative hydrocarbon emission rates in SF Bay Area-EMFAC 2000 are also significantly higher than the older models' emission rates. The most important changes causing the increase in evaporative hydrocarbon emission rates include:

- Higher hot soak emission rates, especially for older catalyst-equipped vehicles;
- Higher running loss emission rates, based on new data; and
- Including emissions for vehicles with liquid fuel leaks.

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

- Inclusion of "off-cycle NO_x" (i.e., NO_x emissions that were not represented in the certification driving cycle); and
- Incorporation of new vehicle test data for catalyst equipped passenger cars and light trucks.

Incorporation of Latest Standards

SF Bay Area-EMFAC 2000 also includes the effects of recently adopted standards on the emissions of the on-road fleet. The future year emission rates in SF Bay Area-EMFAC 2000 reflect the adopted standards described below.

Supplemental Federal Test Procedure

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

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

Low Emission Vehicles (LEVII)

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

Near Zero Evaporative Standards

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

New On-Road Motorcycle Standards

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

Off-Cycle NOx Mitigation

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

New Exhaust Emissions Standards for Urban Transit Buses

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

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

Public Review

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

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

Activity Data Documentation

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

Vehicle Miles of Travel

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

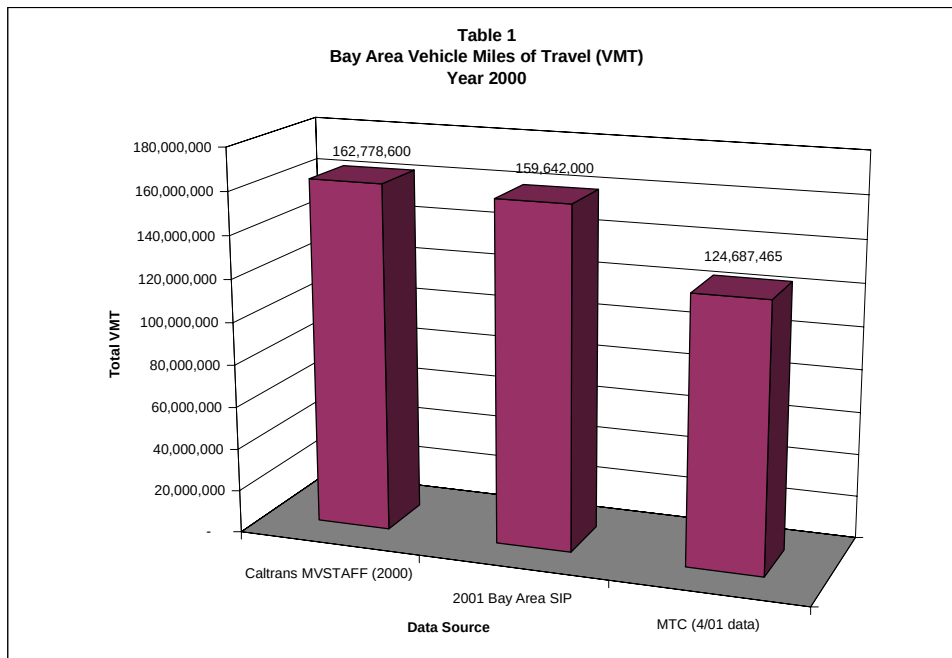
The decision to use ARB's VMT estimate instead of the VMT estimate from MTC's BAYCAST-90 travel demand model for calendar year 2000 was made in an agreement between MTC and ARB. As Table 1 illustrates, MTC's 2000 VMT estimate for the region is about 22 percent lower than both ARB and Caltrans' estimates. The ARB and Caltrans¹ methods for estimating VMT were developed independently of each other, yet fall within 1 percent of each other.

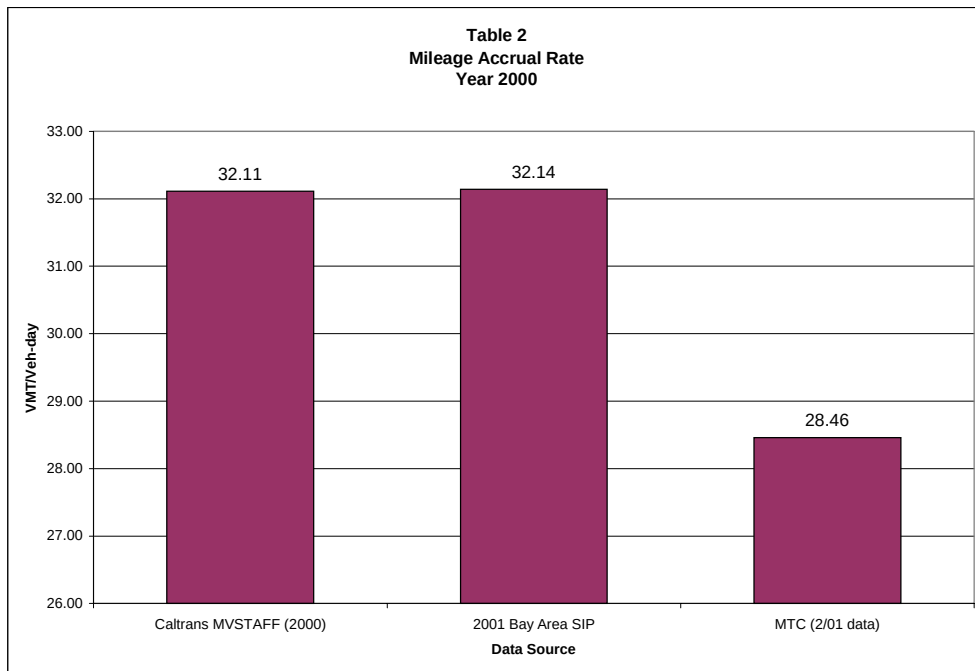
Additional justification for using the ARB VMT estimation methodology is found in the estimate of the number of miles driven by each vehicle per day (i.e., the mileage accrual

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

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

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





VMT Growth Rates

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

VMT-Speed Distributions

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

Methodology for Bay Area Conformity Determinations

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

1. MTC will submit to ARB updated VMT-speed distributions and updated VMT estimates by county for all relevant analysis years. ARB will follow the procedures below for analysis years for which MTC does not submit new activity data (i.e. for which activity data does not change from MTC's original SIP submittal):
 - ARB will use the speed distributions submitted by MTC for the most recent calendar year prior to the analysis year of interest. For example, if MTC submits new VMT-speed distributions for 2005 and 2010, but not for the 2006 analysis year, the 2006 analysis year will use the speed distributions submitted for 2005. VMT-speed distributions will not be interpolated.
 - The VMT estimate for each county will be interpolated using county-specific compounded growth rates.² The interpolated VMT will then be used for the following steps.
2. ARB will calculate VMT for the portions of Sonoma and Solano Counties that fall in the San Francisco (S.F.) Air Basin. This is necessary since the SIP budgets are based on the S.F. Air Basin (which covers only the southern portions of Solano and Sonoma Counties), while the MTC VMT estimates include the full nine Bay Area counties. The county portions will be calculated by multiplying the full county VMT submitted by MTC by the VMT ratio (partial county/county) derived from SF Bay Area-EMFAC 2000.³ In year 2000, about 71 percent of Solano County, and 77 percent of Sonoma County VMT occurred in the S.F. Basin.
3. ARB will calculate the year 2000 difference in VMT between the VMT estimate included in the SF Bay Area-EMFAC 2000 runs⁴ and the VMT estimate submitted by MTC for conformity.⁵ The resulting differences by county represent the VMT "correction" between ARB and MTC's VMT estimates.
4. The VMT correction will be added by county to the submitted VMT for all analysis years, resulting in the "target" VMT estimate that will be used for the conformity modeling runs.⁶

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

³ For the S.F. Basin portions of Solano and Sonoma County VMT:

S.F. Basin County Portion $VMT_{MTC} = [S.F. \text{ Basin County Portion } VMT_{SF\text{BayArea-EMFAC}2000} / \text{Total County } VMT_{SF\text{BayArea-EMFAC}2000}] * \text{Total County } VMT_{MTC}$

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

⁵ $VMT \text{ correction}_{\text{county a}} = SIP \text{ VMT}_{CY2000} - MTC \text{ VMT}_{CY2000}$

⁶ $\text{Target } VMT_{\text{county a}} = MTC \text{ VMT}_{\text{county a}} + VMT \text{ correction}_{\text{county a}}$

5. The county-specific target VMT in the conformity modeling runs will be achieved in SF Bay Area-EMFAC 2000 by modifying the county-specific vehicle populations in SF Bay Area-EMFAC 2000 using the What-if-Scenario (WIS) option. Since vehicle population and VMT are linearly related in SF Bay Area-EMFAC 2000, to obtain the “target” vehicle population, ARB staff will take the ratio between the SIP VMT estimates and the target VMT for each analysis year and apply them to the SIP vehicle population estimates for each respective analysis year.⁷
6. Once the target vehicle populations have been calculated, ARB staff will run SF Bay Area-EMFAC 2000 using the WIS option to adjust vehicle populations by county, and incorporate any updated speed distributions.
7. ARB staff will then apply control factors to the model output to adjust for emission reduction measures not included in the SF Bay Area-EMFAC 2000 emission factor model or changed since the model was developed.
8. Finally, ARB staff will compare the results to the SIP budgets for the conformity demonstration.

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

Sincerely,

/s/

Michael P. Kenny
Executive Officer

Enclosures

cc: See next page.

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

cc: (w/o Enclosures)
Mr. Jack Broadbent, Director
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Region IX
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Mr. Steve Heminger, Executive Director
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101 Eighth Street
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Mr. Eugene Leong, Executive Officer
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101 Eighth Street
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Ms. Cynthia Marvin
Air Resources Board

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

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

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

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

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

$$WIS \text{ Input TRS Trips} = EMFAC \text{ Default Trips} * (RTPA \text{ TRS Trips} / RTPA \text{ Baseline Trips})$$

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

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

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

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

$$\text{WIS Input Population} = \text{EMFAC Default Population} * (\text{RTPA VMT} / \text{EMFAC Default VMT})$$

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

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

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

Recommendations

1. ARB recommends that the EMFAC2002 default estimates of vehicle trips, based on starts per day, be used for SIP development and conformity purposes. Model defaults for trips may be factored to account for trip reduction scenarios, but should not be replaced with estimates that do not account for all vehicle starts. Alternative approaches, such as the factoring of travel demand model trip outputs for appropriate classes to account for additional starts, may be considered through interagency consultation.
2. We recommend continuation of current practices for input of latest speed distributions for SIPs and conformity assessments. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model.
3. To fully reflect the impacts of modified VMT forecasts on all emissions processes, in the calculation of SIP emissions budgets, and in the assessment of conformity with those budgets, vehicle population should be adjusted in EMFAC2002 proportional to the estimated VMT change. Local circumstances may alternatively support adjustment of mileage accrual rates, subject to interagency consultation.

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

Appendix G. EMFAC Adjustment Factor Methodology and Correspondence

Attachment A

EMFAC Off-Model Adjustment Factors to Remove Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations

I. Summary

On June 12, 2025, three Congressional Resolutions purported to disapprove U.S. EPA's decisions to grant California waivers for several regulations in the Emission FACtors (EMFAC) 2021 v1.0.2 baseline, including Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations.¹ While those illegal actions are being contested, CARB staff are providing factors to remove these regulations from EMFAC2021 v1.0.2 solely for the purposes of State Implementation Plan (SIP) development and conformity determinations, including regional emissions analysis for transportation plan and transportation improvement program conformity determinations, as well as as hot-spot analysis for project-level conformity determinations. The off-model adjustment factors are listed in the attached Appendix A to remove ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus emissions reductions from the EMFAC2021 v1.0.2 baseline.

II. Background on EMFAC

EMFAC is California's federally approved on-road mobile source emissions inventory model that reflects California-specific driving and environmental conditions, fleet mix, and vehicle emissions, including those resulting from California's mobile source regulations. The EMFAC model supports CARB's regulatory and air quality planning efforts and fulfills the federal Clean Air Act and the Federal Highway Administration's transportation planning requirements. On November 15, 2022, U.S. EPA approved EMFAC2021 v1.0.2 for use in SIP development and conformity analyses, with EPA noting that it would not be able to approve SIPs based on EMFAC2021 until the adopted regulations in the EMFAC2021 v1.0.2 baseline had received waivers from EPA and been approved in the California SIP. This model accounts for the effects of regulations that were approved by the Board as of the release of EMFAC2021 v1.0.2 on January 15, 2021.

¹ Other affected regulations include Zero-Emission Powertrain Certification and Advanced Clean Cars II. Zero-Emission Powertrain Certification does not affect pollutant emissions, and Advance Clean Cars II was adopted after the release of EMFAC2021.

III. Descriptions of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus

The EMFAC2021 v1.0.2 baseline includes the effects of a number of regulations, including ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus. Descriptions of all regulations are provided below.

ACT:² ACT was approved by CARB's Board in June 2020. The California Office of Administrative Law (OAL) then approved ACT with an effective date of March 15, 2021. This regulation requires manufacturers of Class 2b-8 chassis or complete vehicles with combustion engines to sell an increasing percentage of zero-emission trucks in their annual California sales starting in 2024. By 2035, zero-emission truck or chassis sales would need to be 55 percent of Class 2b-3 truck sales, 75 percent of Class 4-8 vocational truck sales, and 40 percent of Class 7-8 tractor truck sales. This regulation reduces emissions from trucks model year 2024 and newer.

Zero-Emission Airport Shuttle:³ Zero-Emission Airport Shuttle was approved by CARB's Board in June 2019. OAL then approved the regulation in January 2020. This regulation requires airport shuttle fleets to fully transition to zero emission by 2035. No additional reductions were credited beyond ACT.

Warranty Phase 1:⁴ CARB adopted amendments to the heavy-duty engine (Gross Vehicle Weight Rating, or GVWR, above 14,000 lbs.) warranty regulation in 2018. The California OAL then approved this regulation on June 12, 2019. This regulation reduces NO_x and particulate matter (PM) emissions from heavy-duty engines model year 2022 and newer.

Omnibus:⁵ Omnibus was approved by CARB's Board in August 2020. The California OAL then approved Omnibus with an effective date of December 22, 2021. This regulation comprehensively updates heavy-duty engine NO_x emissions standards and provides additional requirements for engines to remain clean throughout their lifetime. This regulation primarily reduces NO_x emissions from trucks with engines that are model year

² CARB. (2021). Advanced Clean Trucks Regulation,
<https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks>.

³ CARB. (2020). Zero-Emission Airport Shuttle Regulation,
<https://ww2.arb.ca.gov/rulemaking/2019/asb19>.

⁴ CARB. (2019). Heavy-Duty Warranty Amendments,
<https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018>.

⁵ CARB. (2021). Heavy-Duty Omnibus Regulation,
<https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

2024 and newer. Additionally, this regulation further lengthens the warranty requirement beyond Warranty Phase 1 for engine model years 2027 and newer.

IV. Methods for Removing Emissions Reductions of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus from EMFAC2021

To remove the impact of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations on criteria pollutant emissions, CARB staff used the methodology implemented in the latest U.S. EPA-approved version of the EMFAC model, EMFAC2021 v1.0.2. Using the "Annual" setting, the model was run for calendar years 2022 through 2050 to estimate emissions under two scenarios:

1. **Remove Regulations** scenario where emissions are estimated without accounting for the benefits of the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations. This scenario was developed using a custom internal version of the model with targeted adjustments. Changes to estimation methods and results for each are listed below.
 - ACT and Zero-Emission Airport Shuttle:
 - ACT zero-emission sales for medium- and heavy-duty (Class 2b-8) model year 2024 and newer vehicle population and vehicle miles traveled forecasts, which includes airport shuttles required as part of the Zero-Emission Airport Shuttle regulation, are removed; no zero-emission vehicles in these weight classes assumed, maintaining the model's 2019 base year.⁶
 - Outputs show increased tailpipe (all pollutants) and brake wear PM emissions.
 - Warranty Phase 1
 - Heavy-duty (Class 4-8) California-certified heavy-duty model year 2022 and newer engines are assumed to have baseline warranty requirement of 100,000 miles.
 - Removed adjustments for Phase 1 lengthened warranty, and, therefore, emission deterioration rates are based on in-use emissions test data of 0.2 g/bhp-hr NO_x certified engines that are not affected by this regulation.
 - Outputs show increased tailpipe NO_x and PM emissions.

⁶ The adjustment factors for heavy-duty ZEVs are 0, except for the UBUS (transit bus) category, where adjustment factors are equal to 1.0, reflecting the 2019 base year where it is assumed there are no heavy-duty ZEVs other than UBUS. Because vehicle population forecasts stay constant, the brake and tire wear emissions from ZEVs shift to combustion vehicles when ACT is removed and are therefore appropriately accounted for.

- Omnibus:
 - Heavy-duty (Class 4-8) California-certified heavy-duty model year 2024 and newer engines are assumed to meet prior California engine emissions standards (*i.e.*, 0.2 g/bhp-hr NO_x standard).
 - Removed reduction factors reflecting Omnibus requirements⁷ that are applied to baseline emission rates. Baseline emission rates default to in-use test data from 0.2 g/bhp-hr NO_x certified engines.
 - Outputs show increased tailpipe NO_x and PM emissions.
- 2. **Include Regulations** scenario where the benefits of ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations, in addition to all other adopted regulations when the model was finalized, are reflected when estimating emissions. This is the same scenario as presented in the public version of the EMFAC2021 v.10.2 model. More details on how these regulations were incorporated into the model can be found in the EMFAC2021 Technical Documentation.⁸

The emissions results from these two scenarios were used to assess the increase in emissions from removing ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus and derive the adjustment factors presented in Appendix A. The adjustment factors for each calendar year, vehicle category, fuel type and pollutant (described further below) were calculated based on the following equation:

$$\text{Adjustment factors} = \text{Remove Regulations emissions} / \text{Include Regulations emissions}$$

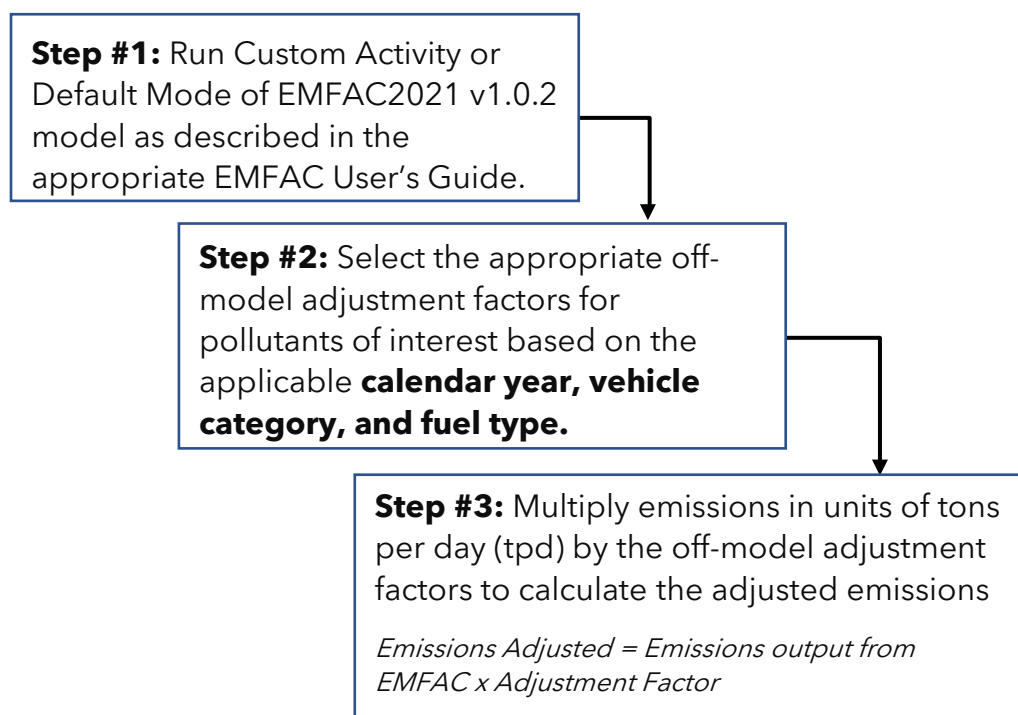
⁷ Includes tightened Federal Test Procedure (FTP), new load certification cycle (LLC), tightend idling standards, improvements to the existing heavy-duty in-use testing program (HDIUT), improvements to the durability demonstration program (CCP), lengthened warranty and useful life (UL) mileages, and amendments to the emissions warranty information reporting (EWIR) program and corrective action procedures.

⁸ CARB. (2021). EMFAC2021 Technical Documentation. EMFAC2021 Volume III Technical Document, https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021_volume_3_technical_document.pdf.

V. Application of Off-Model Adjustment Factors

The off-model adjustment factors for EMFAC2021 v1.0.2, prepared using the methods described above, are tabulated in Appendix A. These factors apply to NO_x, ROG, PM_{2.5}, and PM₁₀ emissions for each calendar year, vehicle category, and fuel type in EMFAC2021 v1.0.2. The flowchart illustrated in Figure 1 details the methodology to apply these adjustment factors.

Figure 1. Process to apply EMFAC2021 v1.0.2 off-model adjustment factors⁹



Contact

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

⁹ Custom Activity (SG) mode is available using the EMFAC2021 v1.0.2 desktop application, or the EMFAC2021 v1.0.2 web database: <https://arb.ca.gov/emfac/scenario-analysis/>.



REGION 9

SAN FRANCISCO, CA 94105

November 21, 2025

Edie Chang
Deputy Executive Officer
California Air Resources Board
1001 I Street
Sacramento, California 95812

Dear Deputy Executive Officer Chang,

Thank you for your letter of October 31, 2025, requesting U.S. Environmental Protection Agency (EPA) approval of Emission FACTors (EMFAC) model version EMFAC2021 off-model adjustment factors that remove the estimated emissions benefits attributed to California's Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations from EMFAC2021. The EMFAC off-model adjustment factors are multipliers that would be applied to vehicle emissions modeled by EMFAC2021. With this letter, the EPA is approving the use of EMFAC2021 with these adjustment factors for the Clean Air Act (CAA) purposes of State Implementation Plan (SIP) development and conformity determinations.

Background

In May 2025, the Congress enacted joint resolutions of disapproval under the Congressional Review Act for preemption waivers that the EPA had previously issued pursuant to CAA section 209, including for the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations.¹ President Trump signed the resolutions into law on June 12, 2025.² Each resolution provides that the corresponding waiver "shall have no force or effect."³ As a result, the EPA's prior preemption waivers for these regulations have no force or effect. Accordingly, these regulations are preempted by the CAA, meaning that California can no longer enforce or attempt to enforce the regulations and that estimated emissions reductions attributed to the regulations cannot be used for the CAA purposes of SIP development or conformity determinations.

¹ See H.R.J. Res. 87; and H.R.J. Res. 89.

² See Pub. L. 119-15, 139 Stat. 65 (June 12, 2025); Pub. L. 119-17, 139 Stat. 67 (June 12, 2025). Congress similarly enacted a resolution of disapproval of EPA's waiver for the Advanced Clean Cars II (ACC II) Regulation. See H.R.J. Res. 88. President Trump signed this resolution into law as well. See Pub. L. 119-16, 139 Stat. 66 (June 12, 2025). EMFAC2021 does not purport to account for emissions reductions from ACC II.

³ *Id.*

EPA's approval

The EMFAC2021 on-road motor vehicle emissions model, which the EPA approved for SIP development and transportation conformity in California in 2022,⁴ includes estimated emissions reductions attributed to the regulations listed in your October 31, 2025 letter. The EPA approved the model in 2022 based on the understanding that the measures had “already been adopted by the enforcing jurisdiction,” per 40 CFR 93.122(a)(3)(i), and that it was therefore appropriate to include emissions reductions from these measures in the emissions analysis. Because the preemption waivers for these regulations no longer have force or effect, as described above, the regulations cannot be implemented or enforced, and it is no longer appropriate to describe them as being “adopted by the enforcing jurisdiction.”

With the approval of the adjustment factors in this letter, EMFAC2021 with the adjustment factors, is the latest approved method for modeling emissions available in California, per 40 CFR 93.111. Emissions estimates in SIP submittals, analyses for transportation plan and transportation improvement program (TIP) conformity determinations, and hot-spot analyses for project-level conformity determinations must be based on EMFAC2021 with these adjustment factors, so that emissions estimates for these CAA purposes do not include the effects of these regulations.⁵

Nothing in this letter should be understood as stating the EPA's position on the full scope and effect of the recent legislation enacted pursuant to the CRA and signed by the President in June 2025. Rather, the EPA is approving adjustment factors for EMFAC2021 in an effort to, as stated in your letter, take a “first step toward reestablishing a pathway for California to continue to meet federal air quality planning and conformity requirements.” The EPA looks forward to further engagement with CARB and other relevant stakeholders and reserves all rights and authorities to implement the CAA consistent with the Agency's legal obligations and the recent legislation.

Additional information on implementation

Under the transportation conformity regulation, there are several types of transportation activities that can proceed with interagency consultation (per 40 CFR 93.112) and without additional emissions modeling. As long as such activities do not involve the use of EMFAC, they would not be affected by the EPA's approval of the use of EMFAC2021 with the adjustment factors. First, metropolitan planning organizations and other transportation agencies, as applicable, can continue working from existing, currently conforming transportation plans and TIPs⁶ and proceeding with project-level conformity determinations involving non-exempt projects that do **not** require a carbon monoxide or particulate

⁴ 87 FR 68483 (November 15, 2022) (EPA approval and notice of availability for EMFAC2021). The EPA must approve new versions of California's emissions model, EMFAC, before they are used in a transportation conformity analysis, and in the preparation or revision of SIPs. See 40 CFR 93.111(a).

⁵ For the same reason, a SIP or conformity determination based on EMFAC2017 must not include the adjustment factors that the EPA approved for use with EMFAC2017 in 2022 (87 FR 68483, November 15, 2022). Please consult with the relevant EPA contacts on any analyses that were begun with EMFAC2017 before the end of the EMFAC2021 new model grace period.

⁶ 40 CFR 93.114.

matter hot-spot analysis.⁷ Second, projects described in 40 CFR 93.126, 93.127, and 93.128 can also be added to a transportation plan and TIP without a conformity determination, as described in the transportation conformity regulation.

Other than in the cases identified above, transportation conformity determinations must be based on EMFAC2021 with the adjustment factors in order to be consistent with the transportation conformity rule. This is the case even if modeling was started before the waivers for the regulations were disapproved. Unlike planning assumptions, which may change after a conformity analysis begins (40 CFR 93.110(a)), emissions reductions from regulations may only be included in the emissions analysis for conformity determinations under certain circumstances, per 40 CFR 93.122(a)(3). As described above, the regulations listed in CARB's October 31, 2025 letter no longer fit within these circumstances.

In addition, a transportation plan or TIP conformity determination can rely on the previous emissions analysis per 40 CFR 93.122(g) if that previous emissions analysis was based on EMFAC2021 with the adjustment factors. A conformity determination based on a previous emissions analysis that did not include adjustment factors would not meet transportation conformity requirements as described above.

For a project-level conformity determination that includes a hot-spot analysis, EMFAC2021 with the adjustment factors would meet requirements in 40 CFR 93.111(a) related to the use of the latest emissions model and ensure that the modeling does not include the effects of the regulations listed in CARB's October 31, 2025 letter. In addition, conformity determinations for projects with a hot-spot analysis based on EMFAC2021 without the adjustment factors would not meet 40 CFR 93.123(c)(1) because the estimate of emissions would include the effects of regulations that cannot be implemented and would not accurately reflect "the total emissions burden which may result from the implementation of the project." As a result, the hot-spot analysis would not also meet the requirement that the "the total concentration must be estimated" (40 CFR 93.123(c)(1)).

For further information

If you have any questions, please contact me at (415) 231-4710 and lee.anita@epa.gov, or Karina O'Connor at (415) 972-3498 and oconnor.karina@epa.gov.

Sincerely,

Anita Lee
Acting Director, Air and Radiation Division

⁷ 40 CFR 93.116 and 93.123.

cc: David Quiros, California Air Resources Board
Nesamani Kalandiyur, California Air Resources Board
Sara Forestieri, California Air Resources Board
Carey Knecht, California Air Resources Board
Ariel Fideldy, California Air Resources Board
Elissa Konove, Federal Highway Administration
Antonio Johnson, Federal Highway Administration
Ray Tellis, Federal Transit Administration

Appendix H. Response to Public Comments

Letter 1 Bill Mayben

December 22, 2025

Comment

Dear Plan Bay Area Staff;

Thank you for forwarding this current Air Quality Conformity Report.

While this analysis shows our Bay Air Quality is, here, livable for populations within our defined boundaries; we would be foolish to believe that the pollution we create simply fails to meet dangerous levels.

The Bay Area is fortunate to have predictable cycles of onshore winds which provide nearly constant flushing and dilution of our atmospheric pollutants.

One could say a sampling of our air is like taking close-up snapshots of a moving train.

On balance, while our air pollutants are not physically here in their annual aggregate; they inevitably combine with other sources of worldwide pollution and remain in our atmosphere for extended periods of time.

A more conscious; accurate measurement would be, instead of sampling pollutants in a brief slice of time, is identifying what are our total annual contributions to enduring world atmospheric pollution from all our sources; and what responsibilities does this portray?

An overarching question, in an era of climate change, is “are we doing our part to reduce cumulative world atmospheric pollution to a level contributing to the significant reduction in global warming?”

It is fact that U.S. air pollution contributes 1/3 of total world atmospheric pollution of greenhouse gasses; so results of local measures at a point in time will not save us in the existential sense.

The real challenge is to clearly identify our actual total annual carbon footprint; not just the part of it that does not blow away; and identify what concrete steps are necessary to reduce it; not by the dilution of our GHG emissions by ambient ocean breezes; but by concerted, measurable, ongoing GHG emission reductions

Since California is a laboratory for conscious living; and the birthplace for what are now functional international smog control measures; what can we now do to address the atmospheric facts with salient solutions, and model these for the world?

We were told initially that vehicle smog control was not feasible. We were told that smokestack emissions could not be reduced. Not economically viable.

Can I claim, standing on our beaches and sampling the wind, that the world is pollution free? No, I cannot.

The lives of our children, and all world children that follow, literally depend on far more than local sampling. There are no fences in the skies.

There are many arguments for continuing as we are; but we are ultimately not living sustainably; not making sustainable contributions for those who follow us.

My calculations indicate we have 4 years maximum in planning, and 20 years maximum in execution, to transition to threshold sustainable practices before the advent of Severe Climate Events prevent us from physically undertaking significant mitigation and adaptation.

Our obligations are transformational, not comfortable.

Yours,
Bill Mayben

Response

Thank you for your comments. Your interest is appreciated, and your comments are part of the official record.

The regional transportation conformity analysis is conducted in accordance with the federal Clean Air Act and U.S. Department of Transportation conformity regulations and is limited to demonstrating conformity with the applicable National Ambient Air Quality Standards (NAAQS) through consistency with the State Implementation Plan. Issues related to greenhouse gas emissions, global atmospheric conditions, cumulative worldwide pollution, or broader climate policy considerations are outside the scope of the NAAQS-based transportation conformity determination. The analysis and findings documented in this report meet all applicable federal transportation conformity requirements, and no changes to the emissions analysis or conformity findings are required.

The MTC Commission will consider these comments as part of its consideration of the final transportation conformity analysis.

Letter 2 Caltrans Air Quality Conformity Branch

January 7, 2026

Comment

Hello All,

I apologize for the delayed response. The Caltrans Air Quality Conformity Branch has completed its quality assurance review of the Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Report.

40 CFR	Comment
§93.104 (b,c)	Date of prior conformity findings and MPO Resolution is not included and/or found in referenced chapter/section/page cited in the checklist; Conformity Findings section starts on pg. 24
§93.102 (b)(2)(iv) and §93.104 (b, c)	Conformity Demonstration section is from pg. 17-19. Confirm page number and sections for these items.
93.118 (c)	Please include pg. 21 and 22, since it has relevant information for this section.
93.118 (d)	Please include pg. 17, since it has relevant information for this section.
93.119 (a,b,c,d)	Please include all pages that are relevant to this section.
§93.122 (a)(1)	VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis is not documented in this section. VMT is mentioned on pg. 16 of the document.
§93.122 (a)(2, 3)	Does discuss implementation status of these programs and but not the associated emissions credit for each analysis year in the referenced pages.
§93.122 (a)(4,5,6, 7)	Wrong page number needs to be pp. 53 not pp. 38; document whether or not credits were used.
§93.122 (b)(1)(i) 2	No date to confirm that conformity determination has been made to confirm the network based travel model is no more than 10 years from conformity determination date
§93.122 (b)(1)(i) 2	Need to clearly document the comparison to historical trends and explain the significant differences between past trends and forecasts
§93.122 (b)(1)(v)	Documenting the use of zone-to-zone travel impedances is not included in Modeling & Assumptions pp. 12-13 as cited; unable to locate in document.

40 CFR	Comment
§93.122 (b)(1)(vi)	Documenting how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is not included in Modeling & Assumptions pp. 12 as cited; unable to locate in document.

We also recommend including a Summary of Latest Planning Assumptions for the Conformity Analysis (see attached example and Table 2-1 in MCAG's 2022 RTP 2023 Corresponding Air Quality Analysis). This table has proved to better organize and find the required materials.

Please let us know if you have any questions about our review. Thanks!

Warm Regards,

Stephen Conteh
District Branch Chief
Regional Planning and Native American Liaison

Response

Thank you for your comments. Your suggestions have been incorporated into the final draft and are part of the official record.

Revisions were made throughout the *Draft Transportation-Air Quality Conformity Report* to improve clarity, accuracy of references, and documentation. As per CFR §93.104 (b,c), the date of the most recent prior conformity finding was added to page 2 of the Introduction, and the MPO resolution will be incorporated into the final report following adoption of Plan Bay Area 2050+. Page references for the Conformity Findings and Conformity Demonstration sections were corrected and expanded to include all relevant pages and sections, in accordance with CFR §93.102 (b)(2)(iv) and §93.104 (b, c).

Additional documentation was added to page 9 to confirm that all regionally significant projects, as well as other non-exempt significant projects in Plan Bay Area 2050+ and the Amended 2025 TIP, are included in the regional emissions analysis, with updated references noting where VMT and project inclusion are discussed as per CFR §93.122 (a)(1). Revisions were made to confirm documentation of emissions credits on page 21 as per CFR §93.122 (a)(2, 3).

Revisions were added to page 12 of the Modeling and Assumptions section to confirm that the network-based travel model is no more than 10 years old relative to the conformity determination date as per CFR §93.122 (b)(1)(i) 2, and language was added to compare forecasted travel activity to historical trends, with explanations of notable differences. The Modeling and Assumptions section was revised to document the use of zone-to-zone travel impedances and the sensitivity of the travel model to changes in time, cost, and other factors affecting travel behavior, as per CFR §93.122 (b)(1)(v) and §93.122 (b)(1)(vi). Finally, a Summary of Latest Planning Assumptions table was added on to Appendix B (page B-1) to improve organization and make key conformity analysis information easier to locate.

The MTC Commission will consider these comments as part of its consideration of the final transportation conformity analysis.

Letter 3 Peter Hensel

January 14, 2026

Comment

If you truly want better air quality & less traffic congestion I advise you to scale back your new housing mandates foisted upon local jurisdictions. Every new resident has a carbon footprint. Under current management & with no oversight from state government or legislature, ABAG-MTC is actually a big contributor to global warming. Your unsustainable new housing mandates are contributing to unregulated population growth and enhanced carbon emissions.

Sincerely,
Peter Hensel,
Corte Madera, CA

Response

Thank you for your comments. Your interest is appreciated, and your comments are part of the official record.

The regional transportation conformity analysis is conducted in accordance with the federal Clean Air Act and U.S. Department of Transportation conformity regulations and is limited to demonstrating conformity with the applicable National Ambient Air Quality Standards (NAAQS) through consistency with the State Implementation Plan. As documented in the report, the emissions analysis reflects the mobile-source emissions impacts of implementing the adopted long-range regional transportation plan and its strategies, which accommodate forecasted growth in population, housing, and employment through 2050. The Regional Growth Forecast of population, households, and jobs is a foundational input to the plan and its technical analyses and is designed to meet applicable federal and state planning requirements, including state requirements to plan for housing sufficient to accommodate the region's projected population across all economic segments. Additional detail on the Regional Growth Forecast and its development is provided in the *Plan Bay Area 2050+ Forecasting and Modeling Report*.

The MTC Commission will consider these comments as part of its consideration of the final transportation conformity analysis.

Letter 4 Jon Hamilton

January 14, 2026

Comment

Comments from a resident of Bay Farm Island in Alameda adjacent to Oakland airport.

Transportation planning needs to include also air transit.

I have lived here on Bay Farm Island for 33 years.

FedEx has it's largest transit hub here in Oakland airport with the exception of its primary distribution center in the middle of the country.

Since 2000 the cargo amount in tonnage has increased 10 fold.

Since 2000 the passengers taking planes in and out of Oakland has tripled.

The most popular destination of planes leaving OAK is Las Vegas.

Having taken high speed trains in Japan, China, and Europe there is an alternative to air transit.

My issue is quite simple - cargo could be moved by truck, train, or air. Likewise, people can be moved by Car, Bus, train, or air. The US government heavily subsidizes the airports and the aircraft industry. Your omission of pollutants related to air transit is serious. Here on Bay Farm Island for example we listen to approximately 20 cargo planes departing the airport from 2:30 AM to 8:00 AM 6 days a week.

Where are the pollutants from this source included in your analysis/forecast?

Please include the factors associated with air transit in your analysis.

Thank you,

Jon Hamilton, P.E. (retired)

President CLASS

CLASS is a airport noise and safety group formed 30 years ago by the 3000 homes in the community of Harbor Bay Isle on Bay Farm Island.

Response

Thank you for your comments. Your interest is appreciated, and your comments are part of the official record.

The regional transportation conformity analysis is conducted in accordance with the federal Clean Air Act and U.S. Department of Transportation conformity regulations and is limited to evaluating emissions from on-road motor vehicles associated with the long-range regional plan and Transportation Improvement Program, as they relate to conformity with the applicable National Ambient Air Quality Standards (NAAQS) through consistency with the State Implementation Plan. Emissions from aviation activity, including passenger and cargo aircraft operations, are regulated and analyzed through separate federal and state air quality programs and are not included within the scope of a regional transportation conformity determination.

The MTC Commission will consider these comments as part of its consideration of the final transportation conformity analysis.

Letter 5 Brian Swanson

January 19, 2026

Comment

Dear Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Team:

I am a resident, voter, and taxpayer of the City of San Ramon and Contra Costa County, and a certified planner specializing in transportation impact analysis. I submit this comment on the Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity (AQC) Report (“Draft Conformity Analysis” or “Draft AQC Report”).

My comment is not limited to whether the Draft AQC Report reaches a “pass/fail” conformity conclusion under the federal Clean Air Act (CAA). Instead, I focus on the structural forecast-risk and disclosure-risk that this conformity package transfers downstream to local jurisdictions and project sponsors—because Plan Bay Area 2050+ is the Bay Area’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), and because local agencies routinely tier subsequent planning, capital programming, and California Environmental Quality Act (CEQA) analyses from these regional assumptions and conclusions.

I acknowledge the Draft AQC Report’s stated conclusion that Plan Bay Area 2050+ and the 2025 Transportation Improvement Program (TIP) conform to applicable federal requirements. [Draft AQC Report, Executive Summary, p. 1 (PDF p. 9)] However, the same Draft AQC Report also contains material “uncertainty amplifiers” that strengthen—not weaken—the case for High/Medium/Low growth forecast envelopes and sensitivity disclosure to protect local jurisdictions from inheriting avoidable legal, fiscal, operational, and environmental risk.

1. The Draft AQC Report confirms it relies on one primary growth forecast and one primary modeled pathway—despite major forecast volatility and post-COVID uncertainty

1.1 One set of “planning assumptions” is used to generate travel activity and emissions, and that dependence should be explicitly stress-tested

The Draft AQC Report states the conformity analysis uses “the latest planning assumptions and EPA-approved models” and that travel activity forecasts were generated using MTC’s Travel Model 1.6, with emissions estimated using EMFAC2021 adjusted by EPA-approved CARB adjustment factors. [Draft AQC Report, Executive Summary, p. 1 (PDF p. 9)]

This is exactly why High/Medium/Low envelopes are necessary for prudent, defensible decision-making: a single “primary” forecast may satisfy the minimum structure of a conformity demonstration, but it does not disclose the range of reasonably foreseeable outcomes that local jurisdictions must plan and permit against (including VMT-related determinations under SB 743).

1.2 The Draft AQC Report’s own growth table shows a “jobs-led” structure that can inflate downstream travel activity and VMT assumptions

The Draft AQC Report includes a Regional Growth Forecast table showing:

Population: 7,749,000 (2020) → 9,586,000 (2050);

Employment: 4,025,000 (2020) → 5,436,000 (2050); and

Households: 2,798,000 (2020) → 3,796,000 (2050).

[Draft AQC Report, Table 1 (Plan Bay Area 2050+ Regional Growth Forecast), p. 11 (PDF p. 19)]

Those totals imply growth on the order of approximately +24% population, +35% employment, and +36% households over 2020–2050 (based on the table values). When employment increases materially faster than population in the control totals, the risk is that employment becomes an upstream anchor that can inflate VMT and infrastructure sizing unless the modeling chain explicitly and transparently corrects for: (a) persistent telework/hybrid work, (b) multiple jobholding/gig work effects, and (c) post-COVID travel behavior changes. This is not “extra” analysis—this is an appropriate disclosure expectation for a region-shaping RTP/SCS.

2. The Draft AQC Report documents regulatory disruption and “off-model adjustment factors” that increase uncertainty and strengthen the need for High/Medium/Low scenario sensitivity

2.1 The Draft AQC Report confirms federal CRA action disrupted CARB regulatory assumptions and required adjustments to EMFAC outputs

The Draft AQC Report states that federal action in June 2025 under the Congressional Review Act (CRA) revoked several California Air Resources Board (CARB) waivers and that CARB developed “off-model adjustment factors” to remove emission benefits from multiple regulations, and that EPA approved those off-model adjustment factors on November 24, 2025. [Draft AQC Report, “Off-Model Adjustment Factors,” p. 15 (PDF p. 23)]

This is a major disclosure issue: when the conformity analysis itself documents regulatory “shock,” it is not reasonable to treat a single forecast path and a single modeled pathway as sufficient disclosure for all downstream users of this RTP/SCS record.

2.2 Even if only one forecast is used for the required conformity test, nothing prevents MTC from publishing “envelope” sensitivity outputs

The Draft AQC Report explains conformity is demonstrated using two test types:

- an emissions budget test for ozone precursors based on the 2001 Ozone Attainment Plan budgets; and
- a baseline year test for fine particulate matter (PM2.5), using 2008 baseline emissions.

[Draft AQC Report, “Conformity Tests and Budgets,” p. 17 (PDF p. 25) and “PM2.5 Interim Emissions Test (Baseline Year Test),” p. 18 (PDF p. 26)]

Nothing about that framework logically precludes MTC from also providing additional sensitivity/envelope results (High/Medium/Low growth; higher/lower VMT; higher/lower transit mode share; higher/lower electrification uptake), even if the “official” determination relies on the required planning assumptions. Airports routinely publish high/medium/low forecasting envelopes

in master plans and accompanying environmental documents; MPOs should be explicitly aware of this and should do the same.

3. The Draft AQC Report's results show conformity margins that may be large, and the public needs "robustness" disclosure to understand what is driving the pass result

3.1 Ozone budgets used for conformity are described as stemming from the 2001 Ozone Attainment Plan and remaining applicable

The Draft AQC Report states the conformity analysis uses VOC and NO_x budgets from the 2001 Ozone Attainment Plan, notes EPA adequacy and approval dates, and states these budgets remain in effect for conformity (until superseded). [Draft AQC Report, "Ozone Budget Test," p. 17 (PDF p. 25)]

Given that the budgets are from an older plan and are used as the controlling threshold, the Draft AQC Report should explicitly disclose how sensitive the conformity outcome is to key drivers (growth assumptions; VMT; fleet mix/electrification; post-COVID behavior). This is not a request to change the legal conformity test; it is a request for disclosure that protects the nine counties and their local jurisdictions from inheriting an "opaque" pass result that is not robust to foreseeable futures.

3.2 The Draft AQC Report shows modeled travel activity growth and declining modeled auto mode share—both of which should be stress-tested

The Draft AQC Report presents modeled travel activity inputs including Daily Vehicle Miles Traveled (VMT) increasing from 150,959,000 (2023) to 183,801,000 (2050) and shows modeled mode share changes for all trips. [Draft AQC Report, Table 3 and Figure 3, p. 16 (PDF p. 24)]

Given well-documented post-COVID transit ridership uncertainty and work-pattern changes, the Draft AQC Report should provide envelope/sensitivity outputs for:

- higher auto mode share (lower transit uptake than modeled),
- higher VMT than modeled (if transit recovery or land-use assumptions underperform), and
- slower fleet turnover/electrification (especially given the CRA-driven regulatory disruption described in the report).

4. High/Medium/Low growth forecast envelopes are necessary because local jurisdictions bear the CEQA and fiscal exposure from a single-path regional conformity narrative

4.1 CEQA is threshold-based and is applied by local lead agencies; single-path regional forecasting is a disservice to local threshold determinations

Local agencies must evaluate projects against locally adopted thresholds of significance. When the region uses one primary forecast/control total pathway and tiers multiple downstream analyses from it (including VMT-related pathways), it can distort local CEQA determinations—particularly if the single-path forecast becomes an inflated "baseline" that produces phantom improvements relative to an inflated counterfactual.

Even if the AQC pass/fail determination is legally tied to the required conformity test, local governments and project sponsors still need scenario envelope disclosure because they must plan for:

- fiscal feasibility and service delivery,
- localized emissions exposure and circulation,
- VMT mitigation credibility, and
- implementation enforceability.

5. Energy supply and electric vehicle charging are conformity-relevant and must be treated as a core interagency feasibility constraint

The conformity analysis relies materially on vehicle technology and fleet assumptions (including electrification trajectories). The Draft AQC Report explicitly discusses regulatory assumptions and emissions modeling inputs (including the CARB/EPA adjustment factors). [Draft AQC Report, Executive Summary, p. 1 (PDF p. 9) and “Off-Model Adjustment Factors,” p. 15 (PDF p. 23)]

Accordingly, Pacific Gas and Electric Company (PG&E) and other load-serving entities (including Community Choice Aggregators and transmission system operators, as applicable) must be engaged in Plan Bay Area 2050+ assumptions and implementation pathways at a level commensurate with EV growth and EV charger deployment needs. If electrification/charging build-out is a material assumed driver of long-term emissions outcomes, then grid feasibility, upgrade constraints, cost allocation, and affordability impacts must be treated as a core risk and disclosed with High/Medium/Low envelopes.

6. Administrative record transparency standard for meaningful participation

For meaningful public participation and a verifiable record, all public materials related to the Draft Conformity Analysis—including the Draft AQC Report, appendices, technical files, interagency consultation materials to the extent publicly releasable, and all submitted public comments and agency responses—should be posted together and directly adjacent to the relevant meeting agenda item(s) on the main meeting webpage, reachable in one or two clicks (not separated into multi-click landing pages), with maintained link integrity and accessibility.

Requested Actions

Before finalizing the conformity determination and adopting Plan Bay Area 2050+ as an RTP/SCS, I respectfully request that MTC/ABAG:

1. Publish High/Medium/Low forecast envelopes (and at least one or more sensitivity cases for VMT and mode share) and disclose how conformity-relevant outputs change across those envelopes (even if only one scenario is used for the official required conformity test).
2. Disclose robustness and margin-of-safety information for ozone and PM2.5 results (i.e., how close/far results are from the applicable budgets/baselines and which assumptions drive the outcome). [Draft AQC Report, Table 6 and Table 7, pp. 20–21 (PDF pp. 28–29)]
3. Provide a clear, written explanation of how the CRA-driven regulatory disruption and off-model adjustment approach affects uncertainty and why additional envelope disclosure is (or is not) provided. [Draft AQC Report, “Off-Model Adjustment Factors,” p. 15 (PDF p. 23)]

4. Integrate energy/EV charging feasibility into the conformity-related disclosure framework by documenting active engagement with PG&E and other relevant entities and identifying key constraints, upgrade pathways, and affordability risks tied to electrification assumptions.
5. Implement and maintain the administrative record posting standard described above.

Respectfully submitted,
Brian Swanson, AICP
San Ramon, Contra Costa County, California

Response

Thank you for your detailed comments. Your interest is appreciated, and your comments are part of the official record.

The regional transportation conformity analysis is conducted in accordance with the federal Clean Air Act and U.S. Department of Transportation conformity regulations and is focused on demonstrating that the adopted long-range regional plan and Transportation Improvement Program conform to the applicable National Ambient Air Quality Standards (NAAQS) through consistency with the State Implementation Plan. Consistent with federal requirements, the conformity determination is based on the latest adopted planning assumptions and EPA-approved emissions models and does not require evaluation of alternative growth scenarios or sensitivity testing beyond the required conformity tests.

As documented in the report, the conformity analysis evaluates regional on-road mobile-source emissions for multiple analysis years (2030, 2040, and 2050), each of which reflects different forecasted levels of population and employment growth and corresponding changes in travel activity, vehicle miles traveled (VMT), mode share, and emissions outcomes. This multi-year analysis provides information on how emissions change over time as the region grows and as adopted transportation and land use strategies are implemented.

The conformity analysis does not test alternative assumptions regarding future travel behavior or mode choice beyond those represented in the adopted travel model. Travel Model 1.6 reflects observed travel behavior, past trends, and survey data, and forecasts those relationships into the future based on the adopted planning assumptions. Additional detail on the structure and behavior of the travel model used in the conformity analysis is provided in Subsection Travel Model 1.6: Travel Model, including documentation of the model's utility expressions and choice model definitions (see footnote 5). MTC staff also conducted travel model sensitivity testing as part of the development of the Sustainable Communities Strategies for Plan Bay Area 2050 and Plan Bay Area 2050+, where alternative assumptions and strategies were evaluated. The regional transportation conformity analysis applies the adopted planning assumptions and model configuration resulting from that process, consistent with federal conformity requirements.

Based on the required analyses and procedures, the regional transportation conformity analysis and findings documented in this report meet all applicable federal transportation conformity requirements, and no changes to the emissions analysis or conformity findings are warranted as a result of this comment.

The MTC Commission will consider these comments as part of its consideration of the final transportation conformity analysis.

Appendix I. MPO Air Quality Conformity Checklist

Table 14. MPO Air Quality Conformity Checklist

40 CFR	Criteria	Ch, Section, Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Regulatory Framework, pp. 5-6	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	N/A	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor to the PM 2.5 nonattainment problem or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	Conformity Demonstration, pp. 18-20	
§93.102 (b)(2)(v)	PM2.5 areas: document if both EPA and the state have found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	N/A	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	Conformity Demonstration, pp. 18-20	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A – no new motor vehicle emission budget included in this analysis	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years." Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Document that the last year of the transportation plan's forecast period is a horizon year ((a)(1)(iv)).	N/A	Marginal for ozone nonattainment & region was re-designated to attainment for carbon monoxide in 2018
§93.106 (a)(2)(ii)	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Appendix C: Regionally Significant Projects, p. C-1, and Table 2. Modeled Network Capacity, p. 14	
§93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	Plan Bay Area 2050+, p. 8 and Transportation improvement Program, p. 8, and Appendix D: Projects in the 2025 TIP, p. D-1	See Appendix D for more information on the 2025 TIP
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Regional Plans, Programs, and TCMs; pp. 8-10	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets	Conformity Demonstration; pp. 18-20	

40 CFR	Criteria	Ch, Section, Page	Comments
	are currently applicable for what analysis years.		
93.109 (e)	Document if the area has a limited maintenance plan and from where that information is found.	N/A	
93.109 (f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found.	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the “time the conformity analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Modeling & Assumptions, pp. 11-14; Appendix B: Plan Bay Area 2050+ Forecasting and Modeling Report, pp. B-1-B-2	
USDOT/EPA guidance	Document that planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years include justification for not reviewing and updating assumptions at least every 5 years.	Modeling & Assumptions, pp. 11-13	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the use of the latest transit fares and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	c) & d) Modeling and Assumptions, pp. 11-12; e) Regional Plans, Programs, and TCMs, pp. 9-10; f) Interagency Consultation and Public Involvement, p. 23	TCMs A-E from our applicable SIP (2001 Ozone Attainment Plan) have all been fully implemented and there have been no updates
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Emissions Modeling, p. 14	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Interagency Consultation & Public Involvement, p. 23	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Regional Plans, Programs, and TCMs, pp. 8-10	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Regional Plans, Programs, and TCMs, pp. 8-10	
§93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.	Regional Plans, Programs, and TCMs, pp. 8-10; Appendix D: Projects in the 2025 TIP, p. D-1	TIP ID number cross-listed with corresponding RTP ID number
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Regional Emissions Analysis, p. 21-24	See Table 6. Ozone Precursor Emissions Compared to Emission Budgets – Summertime Conditions (tons/day)
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Conformity Demonstration, pp. 18-20	
§93.118 (c)	Document and demonstrate consistency with motor vehicle emissions budgets for each pollutant or pollutant precursor for which the area is in nonattainment or maintenance and for which the applicable	Regional Emissions Analysis, pp. 21-24	

40 CFR	Criteria	Ch, Section, Page	Comments
	SIP plan establishes a motor vehicle emissions budget.		
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Conformity Demonstration, pp. 18-20	
§93.119 (a, b, c, d)¹	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	Regional Emissions Analysis, pp. 21-24	
§93.119 (e)	Document the appropriate baseline year.	Conformity Demonstration, p. 19	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	For areas without applicable SIP budgets: Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year.	Regional Emissions Analysis, p. 21	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.119 (h,i)	For areas without applicable SIP budgets: Document how the baseline and action scenarios are defined for each analysis year.	Conformity Demonstration, p. 18-20	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Regional Plans, Programs, and TCMs, p. 9; Modeling & Assumptions, pp. 11-14	See Appendix C for additional information on regionally significant projects
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Regional Plans, Programs, and TCMs, pp. 9-10	See Appendix E for additional information on TCMs.
§93.122 (a)(4,5,6, 7)	For nonregulatory measures that are not included in the TIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	Appendix D: Projects in the 2025 TIP, p. D-1	Default EMFAC2021 Bay Area ambient temperatures & environmental conditions consistent with those used in the Bay Area SIP

40 CFR	Criteria	Ch, Section, Page	Comments
	Document the method(s) used to estimate VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area.		
§93.122 (b)(1)(i) ²	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Modeling & Assumptions, p. 12	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Modeling & Assumptions, p. 11	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Modeling & Assumptions, p. 12	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Modeling & Assumptions, pp. 12-13; Emissions Modeling, pp. 14-15	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report

40 CFR	Criteria	Ch, Section, Page	Comments
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Modeling & Assumptions, pp. 12-13	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Modeling & Assumptions, p. 12	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Modeling & Assumptions, p. 12	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Modeling & Assumptions, p. 13	See Draft Plan Bay Area 2050+ Modeling and Forecasting Report
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM ₁₀ or PM _{2.5} as significant pollutants, the inclusion of PM ₁₀ and/or PM _{2.5} construction emissions in the conformity analysis.	N/A	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. The new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan ((g)(1)(i)) All plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination; (g)(1)(ii)) The design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous (g)(1)(iii))	N/A	
§93.124	Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)). The previous regional emissions analysis meets 93.118 or 93.119 as applicable ((g)(1)(iv))	N/A	“Baseline year” test used for PM2.5 conformity and no comparison to previous regional analysis included
§93.126 , §93.127 , §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Appendix D: Projects in the 2025 TIP, p. D-1	

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

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

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

Metropolitan Transportation Commission and Association of Bay Area Governments

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