

# **A Guide to the San Francisco Bay Area's Transportation Improvement Program, or **TIP****

**Updated for the 2017 TIP**

**September 2016**

Metropolitan Transportation Commission



## Introduction

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

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## What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass

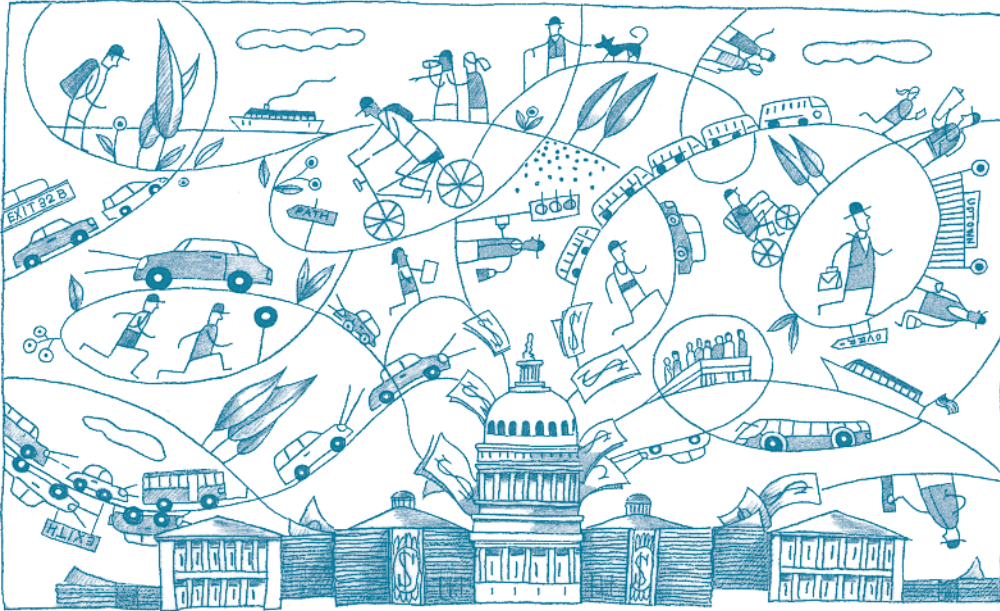


transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority, the Service Authority for Freeways and Expressways, and the Bay Area Infrastructure Financing Authority.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the California State Transportation Agency and the U.S. Department of Housing and Urban Development.





## What is the Transportation Improvement Program or TIP?

**T**he TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest – meaning projects or programs for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a four-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

### **The TIP is multimodal.**

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

### **The TIP covers a four-year period.**

The TIP lists projects for a period of four years. MTC is required by federal law to update the TIP at least one time every four years.



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

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

### **The TIP shows estimated project costs and schedules.**

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

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

### **The TIP must reflect realistic revenues and costs.**

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

### **The TIP may be changed after it is adopted.**

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

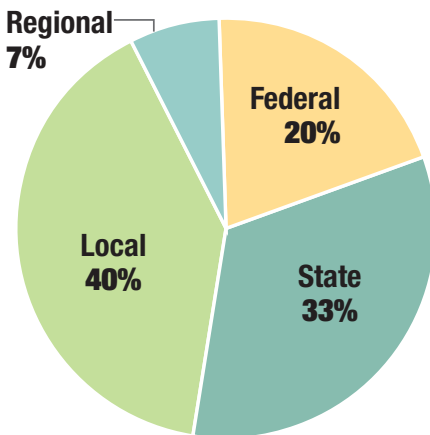
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope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



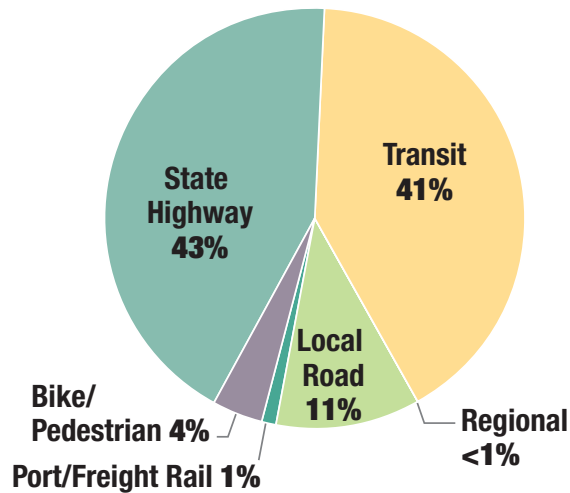
## A summary of the 2017 TIP

**T**he Bay Area's 2017 TIP includes approximately 700 transportation projects, and a total of approximately \$6.3 billion in committed federal, state, regional and local funding over the four-year TIP period through fiscal year 2020. See the next page for a map of projects with costs greater than \$200 million.

### 2017 TIP Funds by Source



### 2017 TIP Funds by Mode



### 2017 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2017 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2017 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the 2017 TIP can be viewed on MTC's website at: [www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program](http://www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)



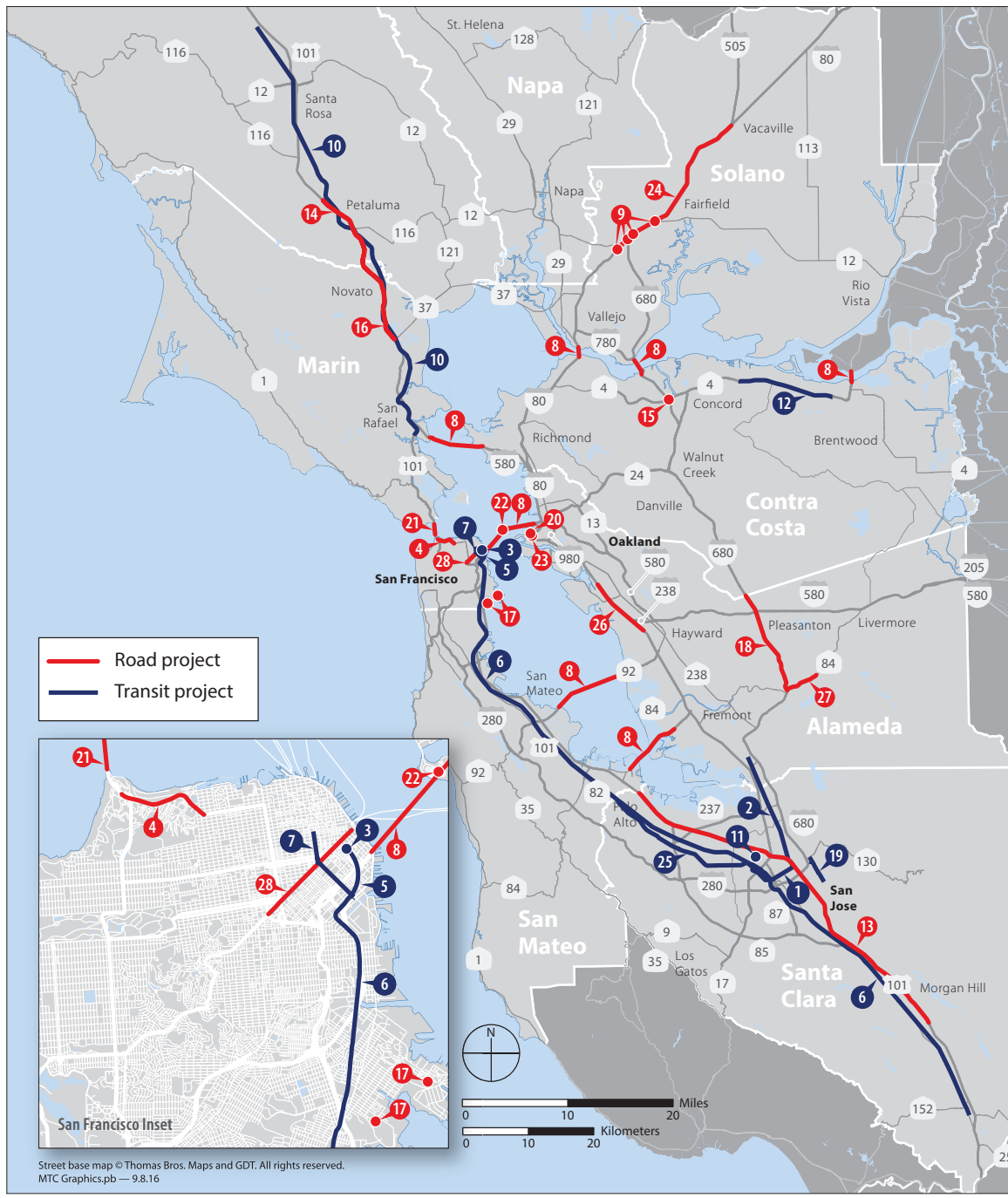
# Projects in the 2017 TIP with Costs Greater than \$200 Million

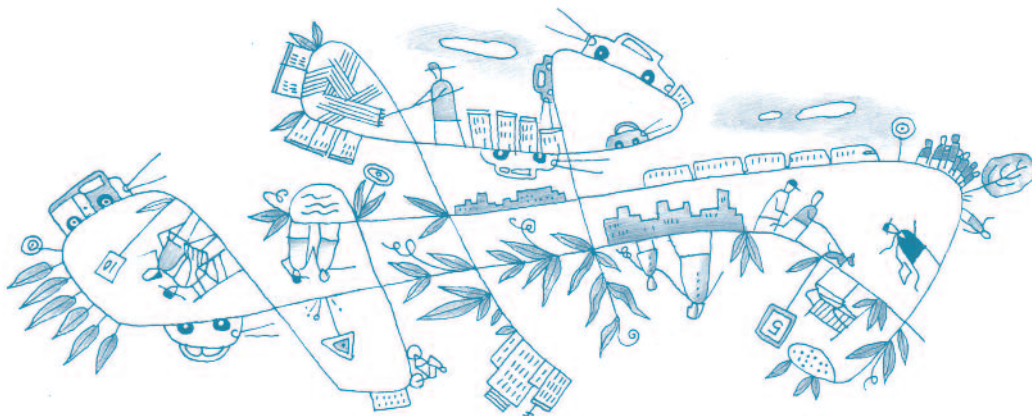
**RED** Road Project  
**BLUE** Transit Project

- |  |  |   |
|--|--|---|
| <p>1 <b>BART - Berryessa to San Jose Extension</b><br/>Santa Clara County<br/><b>\$3.96 billion</b></p> <p>2 <b>BART - Warm Springs to Berryessa Extension</b><br/>Santa Clara County<br/><b>\$2.52 billion</b></p> <p>3 <b>Transbay Terminal/Caltrain Downtown Extension, Phase 1</b><br/>San Francisco County<br/><b>\$2.26 billion</b></p> <p>4 <b>US-101 Doyle Drive Replacement</b><br/>San Francisco County<br/><b>\$1.99 billion</b></p> <p>5 <b>Transbay Terminal/Caltrain Downtown Extension, Phase 2</b><br/>San Francisco County<br/><b>\$1.93 billion</b></p> <p>6 <b>Caltrain Electrification</b><br/>Multiple Counties<br/><b>\$1.61 billion</b></p> <p>7 <b>SF Muni Third St LRT Phase 2 - Central Subway</b><br/>San Francisco County<br/><b>\$1.58 billion</b></p> <p>8 <b>Toll Bridge Rehabilitation Program</b><br/>Multiple Counties<br/><b>\$892 million</b></p> <p>9 <b>I-80/I-680/SR-12 Interchange Project</b><br/>Solano County<br/><b>\$718 million</b></p> <p>10 <b>Sonoma Marin Area Rail Corridor</b><br/>Sonoma/Marin Counties<br/><b>\$579 million</b></p> <p>11 <b>San Jose International Airport People Mover</b><br/>Santa Clara County<br/><b>\$508 million</b></p> <p>12 <b>E-BART - East Contra Costa County Rail Extension</b><br/>Contra Costa County<br/><b>\$460 million</b></p> <p>13 <b>US 101 Express Lanes in Santa Clara County</b><br/>Santa Clara County<br/><b>\$431 million</b></p> <p>14 <b>US-101 Marin-Sonoma Narrows (Sonoma)</b><br/>Sonoma County<br/><b>\$374 million</b></p> | <p>15 <b>I-680/SR-4 Interchange Reconstruction - Phases 1, 2, 4 &amp; 5</b><br/>Contra Costa County<br/><b>\$369 million</b></p> <p>16 <b>US-101 Marin-Sonoma Narrows (Marin)</b><br/>Marin County<br/><b>\$353 million</b></p> <p>17 <b>Hunters Point Shipyard and Candlestick Point Local Roads</b><br/>San Francisco County<br/><b>\$338 million</b></p> <p>18 <b>Widen I-680 Northbound and Southbound for Express Lanes</b><br/>Alameda County<br/><b>\$322 million</b></p> <p>19 <b>Capitol Expressway LRT Extension, Phase 2</b><br/>Santa Clara County<br/><b>\$294 million</b></p> <p>20 <b>Oakland Army Base Infrastructure Improvements</b><br/>Alameda County<br/><b>\$289 million</b></p> <p>21 <b>Golden Gate Bridge Seismic Retrofit, Phases 1-3A</b><br/>Marin/San Francisco Counties<br/><b>\$273 million</b></p> <p>22 <b>Yerba Buena Island (YBI) Ramp Improvements</b><br/>San Francisco County<br/><b>\$239 million</b></p> <p>23 <b>7th St. Grade Separation and Port Arterial Improvements</b><br/>Alameda County<br/><b>\$237 million</b></p> <p>24 <b>I-80 Express Lanes in Fairfield &amp; Vacaville, Phases 1 &amp; 2</b><br/>Solano County<br/><b>\$237 million</b></p> <p>25 <b>El Camino Real Bus Rapid Transit</b><br/>Santa Clara County<br/><b>\$234 million</b></p> <p>26 <b>I-880 Northbound HOV/Express Lane</b><br/>Alameda County<br/><b>\$221 million</b></p> <p>27 <b>SR-4 East Widening from Pigeon Pass to I-680</b><br/>Alameda County<br/><b>\$220 million</b></p> | <p>28 <b>SF- Better Market Street Transportation Elements</b><br/>San Francisco County<br/><b>\$206 million</b></p> <p><b>NOT MAPPED</b></p> <p>A <b>BART Railcar Procurement Program</b><br/>Multiple Counties<br/><b>\$2.03 billion</b></p> <p>B <b>Transbay Transit Center- TIFIA Loan Disbursement</b><br/>San Francisco County<br/><b>\$1.08 billion</b></p> <p>C <b>BART Car Exchange (Preventive Maintenance)</b><br/>Multiple Counties<br/><b>\$674 million</b></p> <p>D <b>VTA: Preventive Maintenance</b><br/>Santa Clara County<br/><b>\$596 million</b></p> <p>E <b>Freeway Performance Initiative (FPI)</b><br/>Multiple Counties<br/><b>\$333 million</b></p> <p>F <b>Southeast Waterfront Transportation Improvements</b><br/>San Francisco County<br/><b>\$253 million</b></p> <p>G <b>Caltrain Positive Train Control System</b><br/>Multiple Counties<br/><b>\$231 million</b></p> <p>H <b>BART Station Modernization Program</b><br/>Contra Costa County<br/><b>\$228 million</b></p> <p>I <b>BART Train Control Renovation</b><br/>Multiple Counties<br/><b>\$220 million</b></p> <p>J <b>SFMTA ADA Paratransit Operating Support</b><br/>San Francisco County<br/><b>\$217 million</b></p> <p>K <b>VTA: Standard and Small Bus Replacement</b><br/>Santa Clara County<br/><b>\$211 million</b></p> |
|--|--|---|



# Projects in the 2017 TIP with Costs Greater than \$200 Million





## How does the TIP relate to the long-range regional transportation plan?

**R**egionally significant projects must be first identified in the long-range regional transportation plan (RTP), and projects in the TIP must help implement the goals of the plan. This long-range plan is required by federal law and is a blueprint for transportation investment decisions over a 25- to 30-year horizon. The current plan is titled “Plan Bay Area.” The RTP establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The 2017 TIP translates recommendations from the RTP into a short-term (four-year) program of improvements focused on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range RTP.







## Who develops the TIP?

**M**TC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; city and county public works representatives; and the public. The Bay Area Partnership subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds and carrying their projects to completion. In the Bay Area, project sponsors include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the county congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.



## How does a project get in the TIP?

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

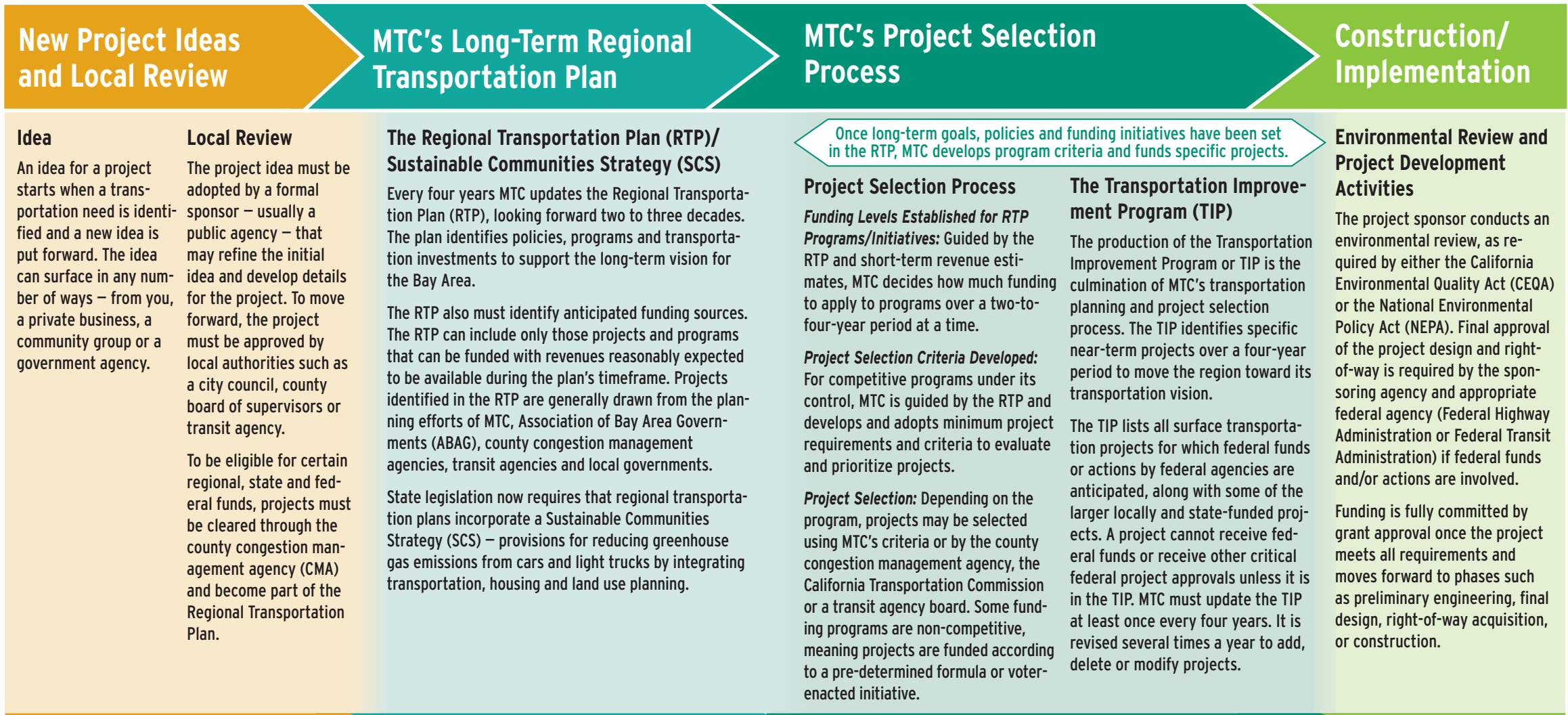
First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator or state agency.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

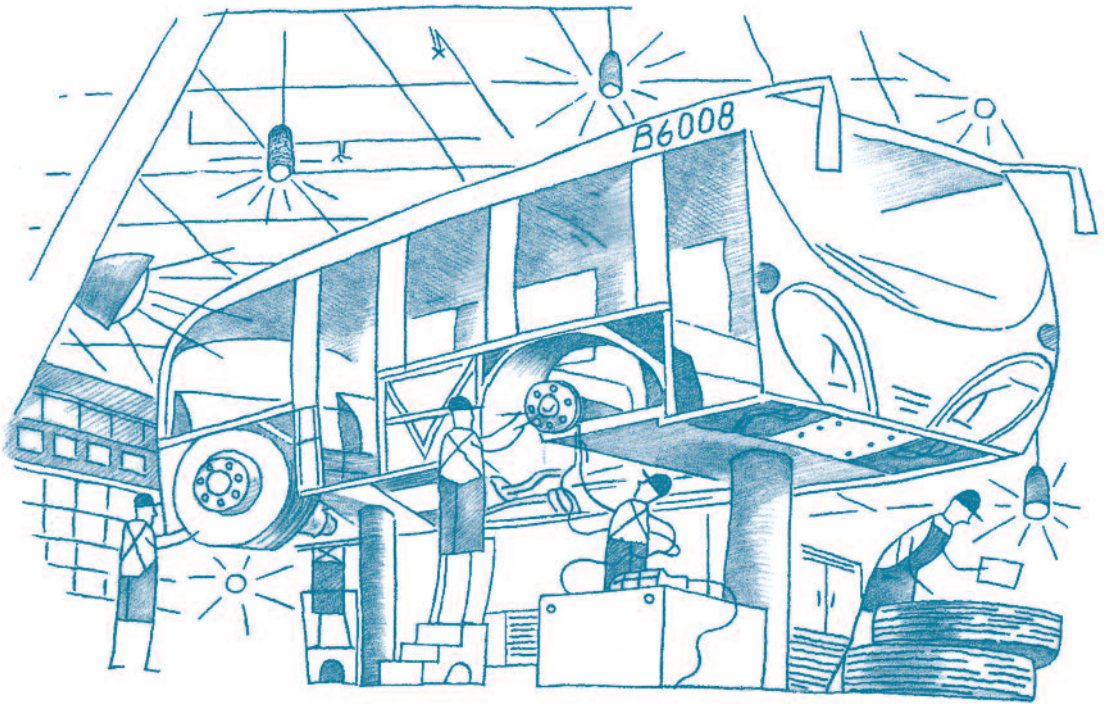
Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in the regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be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

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



# Follow a Transportation Project From Idea to Implementation





## What happens after a project is included in the TIP?

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

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



## In what ways can the public participate?

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

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

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





## Where to turn for more information

**V**isit the MTC website at [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the Bay Area Metro Center.

### Resources

#### The Transportation Improvement Program

[mtc.ca.gov/our-work/fund-invest/transportation-improvement-program](http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)

#### MTC Public Participation Plan

[mtc.ca.gov/about-mtc/public-participation/public-participation-plan](http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan)

#### Project Listing: MTC Fund Management System

[mtc.ca.gov/our-work/fund-invest/fund-management-system](http://mtc.ca.gov/our-work/fund-invest/fund-management-system)

### MTC Staff Contacts

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#### State Funding Programs

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[kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov)

#### MTC Public Information

(415) 778-6655 or [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

#### MTC-ABAG Library

(415) 778-5236 or [library@mtc.ca.gov](mailto:library@mtc.ca.gov)





## Request assistance

Do you need an interpreter or any other assistance in order to participate? Please call us at 415.778.6757. We require three days notice in order to provide reasonable accommodation.

為了便於參加，您需要口譯員或其他任何協助嗎？請致電415.778.6757聯絡我們。我們需要提前3天通知才能提供合理的輔助服務。

¿Necesitas un intérprete o cualquier otra asistencia para participar? Comunícate al 415.778.6757. Necesitamos aviso con tres días de anticipación para proporcionar asistencia razonable.



## Transportation agencies in the San Francisco Bay Area

### Major Transit Operators

#### Altamont Commuter Express (ACE)

209.944.6220

#### Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

#### Bay Area Rapid Transit District (BART)

510.464.6000

#### Bay Area Water Emergency Transit Authority

415.291.3377

#### Central Contra Costa Transit Authority (County Connection)

925.676.1976

#### Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

#### Fairfield/Suisun Transit (FAST)

707.422.2877

#### Golden Gate Bridge, Highway and Transportation District

415.921.5858

#### Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

#### Marin County Transit District

415.226.0855

#### Napa Valley Transportation Authority (VINE)

707.259.8631

#### Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

#### San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

#### San Mateo County Transit District (SamTrans)

650.508.6200

#### Santa Clara Valley Transportation Authority (VTA)

408.321.2300

#### Santa Rosa Department of Transit and Parking

707.543.3333

#### Solano County Transit (SolTrans)

707.648.4666

#### Sonoma County Transit

707.585.7516

#### Transbay Joint Powers Authority

415.597.4620

#### Western Contra Costa Transit Authority (WestCAT)

510.724.3331

### Major Seaports and Airports

510.627.1100

#### Port of San Francisco

415.274-0400

#### Oakland International Airport

510.563.3300

#### San Jose International Airport

408.392.3600

#### San Francisco International Airport

650.821.8211

## Regional Agencies

### Association of Bay Area Governments

415.820.7900

### Bay Area Air Quality Management District

415.771.6000

### Metropolitan Transportation Commission

415.778.6700

### San Francisco Bay Conservation and Development Commission

415.352.3600

## Congestion Management Agencies

### Alameda County Transportation Commission

510.208.7400

### Contra Costa Transportation Authority

925.256.4700

### Transportation Authority of Marin

415.226.0815

### Napa Valley Transportation Authority

707.259.8631

### San Francisco County Transportation Authority

415.522.4800

### City/County Association of Governments of San Mateo County

650.599.1406

### Santa Clara Valley Transportation Authority

408.321.2300

### Solano Transportation Authority

707.424.6075

### Sonoma County Transportation Authority

707.565.5373

## State Agencies

### California Air Resources Board

916.322.2990

### California Highway Patrol, Golden Gate Division

707.551.4180

### California State Transportation Agency

916.323.5400

### California Transportation Commission

916.654.4245

### Caltrans, District 4

510.286.4444

## Federal Agencies

### Environmental Protection Agency, Region 9

415.947.8021

### Federal Highway Administration, California Division

916.498.5001

### Federal Transit Administration, Region 9

415.744.3133





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