

# APPENDIX A – 2

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







## 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.

# Table of Contents

- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
- 5** A summary of the 2023 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
  - 9** How is the TIP funded?
  - 10** Who develops the TIP?
  - 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area
- 20** Metropolitan Transportation Commission Roster



## 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, the Bay Area Housing Finance Authority, 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.

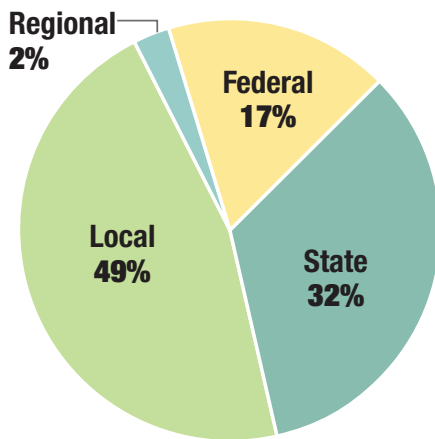




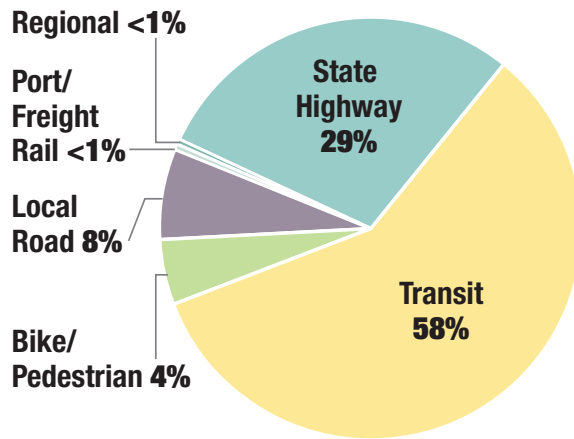
## A Summary of the 2023 TIP

The Bay Area's 2023 TIP includes more than 300 transportation projects, and a total of approximately \$11 billion in committed federal, state, regional and local funding over the four-year TIP period through fiscal year 2026. See the next page for a map of projects with costs greater than \$200 million.

### 2023 TIP Funds by Source



### 2023 TIP Funds by Mode



### 2023 TIP Investment Analysis: Focus on low-income residents, people of color, seniors, and persons with disabilities

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

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





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

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

- 1 **BART to Silicon Valley Phase II**  
Santa Clara County  
**\$7.35 billion**
- 2 **Caltrain - San Francisco Downtown Extension**  
San Francisco County  
**\$3.94 billion**
- 3 **BART - Transbay Core Capacity Improvements**  
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties  
**\$3.51 billion**
- 4 **BART - Railcar Procurement Program**  
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties  
**\$2.73 billion**
- 5 **Caltrain - Electrification and Expansion Vehicle Procurement**  
San Francisco, San Mateo and Santa Clara Counties  
**\$2.65 billion**
- 6 **BATA - Toll Bridge Rehabilitation Program**  
Multiple Counties  
**\$1.2 billion**
- 7 **US-101 - Doyle Drive Availability Payments**  
San Francisco County  
**\$1.12 billion**
- 8 **Golden Gate Bridge - Seismic Retrofit**  
Marin and San Francisco Counties  
**\$1.03 billion**
- 9 **BART - Hayward Fleet Maintenance Facilities**  
Alameda  
**\$910 million**
- 10 **BART - Preventive Maintenance**  
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties  
**\$674 million**
- 11 **I-80/I-680/SR-12 - Interchange Improvements**  
Solano County  
**\$661 million**
- 12 **I-680 - Central Contra Costa County Express Lanes**  
Contra Costa County  
**\$560 million**
- 13 **US-101 - Santa Clara County Express Lanes**  
Santa Clara County  
**\$509 million**
- 14 **East Bay Greenway Phase 2**  
Alameda County  
**\$502 million**
- 15 **I-680 Express Lane Gap Closure: SR-84 to Alcosta**  
Alameda County  
**\$479 million**
- 16 **VTA - Capitol Expressway Light Rail Extension to Eastridge Phase II**  
Santa Clara County  
**\$449 million**
- 17 **SR-262 (Mission Blvd) Cross Connector**  
Alameda County  
**\$445 million**
- 18 **SF - Hunters Point Shipyard and Candlestick Point Transportation Improvements**  
San Francisco County  
**\$421 million**
- 19 **SF - Better Market Street Transportation Elements**  
San Francisco County  
**\$415 million**
- 20 **SR-37 Interim Congestion Relief Improvements from Sears Point to Mare Island**  
Solano and Sonoma Counties  
**\$415 million**
- 21 **I-680/SR-4 Interchange Reconstruction**  
Contra Costa County  
**\$385 million**
- 22 **BART - Rail, Way and Structures Program**  
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties  
**\$384 million**
- 23 **Oakland - 7th Street Grade Separation - East**  
Alameda County  
**\$365 million**
- 24 **SF - Yerba Buena Island (YBI) Ramp Improvements**  
San Francisco County  
**\$333 million**
- 25 **Burlingame - Broadway Caltrain Grade Separation**  
San Mateo County  
**\$327 million**
- 26 **BART - Train Control Renovation**  
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties  
**\$315 million**
- 27 **West Oakland Howard Terminal Downtown Connectivity**  
Alameda County  
**\$314 million**
- 28 **US-101 Managed Lanes from I-380 to San Francisco County Line**  
San Mateo County  
**\$314 million**
- 29 **Oakland - 7th Street Grade Separation - West**  
Alameda County  
**\$311 million**
- 30 **Fremont & Union City - East-West Connector: Decoto and Quarry Lakes Parkway**  
Alameda County  
**\$308 million**
- 31 **US-101/Woodside - Interchange Improvements**  
San Mateo County  
**\$302 million**
- 32 **I-580/I-680 Interchange - Widening for Managed Lanes**  
Alameda County  
**\$300 million**
- 33 **SFMTA - Geary Bus Rapid Transit**  
San Francisco County  
**\$300 million**
- 34 **BART - Traction Power System Renovation**  
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties  
**\$279 million**
- 35 **VTA - Light Rail Extension to Vasona Junction and Double Tracking**  
Santa Clara County  
**\$256 million**
- 36 **Caltrain - Systemwide Track and Structure Rehabilitation**  
San Francisco, San Mateo and Santa Clara Counties  
**\$244 million**
- 37 **US-101/Zanker/Skyport/North 4th Street - Interchange Improvements**  
Santa Clara County  
**\$242 million**
- 38 **SR-85 Express Lanes**  
Santa Clara County  
**\$237 million**
- 39 **Fremont - Irvington BART Station**  
Alameda County  
**\$230 million**
- 40 **I-280/Winchester - Interchange Improvements**  
Santa Clara County  
**\$229 million**
- 41 **Golden Gate Bridge - Suicide Deterrent System**  
Marin and San Francisco Counties  
**\$226 million**
- 42 **I-880 - Hacienda to Hegenberger Northbound HOV/Express Lanes**  
Alameda County  
**\$221 million**
- 43 **BATA Toll Bridge Maintenance**  
Multiple Counties  
**\$219 million**

NOTE: Excludes projects with no funding programmed after 2022.

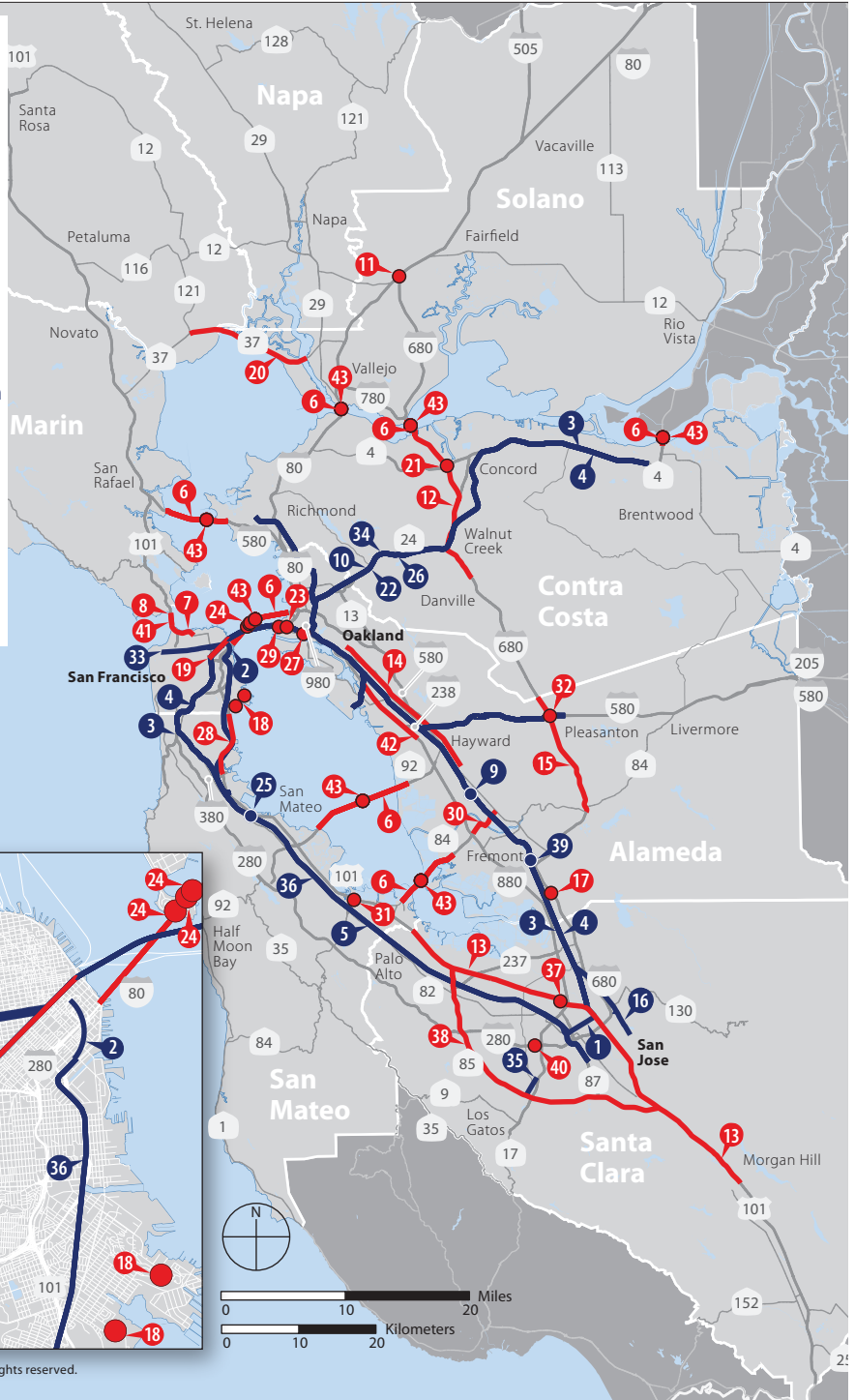
# Projects in the 2023 TIP with Costs Greater than \$200 Million

## NOT MAPPED

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

● Road project

● Transit project



Street base map © Thomas Bros. Maps and GDT. All rights reserved.  
MTC Graphics,JC — 06.09.22

## **Federal Performance Report: Assessment of 2023 TIP Investments In Addressing Federally-Mandated Performance Measures**

The Moving Ahead for Progress in the 21st Century Act (2012), also known as MAP-21, established several performance management requirements for state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and transit agencies. A performance-based approach to transportation planning and programming intends to ensure the most efficient investment of transportation funds, support improved investment decision-making, and increase accountability and transparency. For all federally-required targets, MTC must show that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets”. The Federal Performance Report can be viewed on MTC’s website at: [mtc.ca.gov/funding/transportation-improvement-program-tip](https://mtc.ca.gov/funding/transportation-improvement-program-tip).

## **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 24- to 30-year horizon. The current plan is titled “Plan Bay Area 2050.” The RTP establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The 2023 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.



## How does the TIP relate to the Clean Air Act?

**T**ransportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990.

A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.



## How is the TIP funded?

**F**unding for projects in the TIP comes from all of us – through taxes, tolls and fees, including local, regional, state and federal funding programs.

Major fund sources are administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.





## Who develops the TIP?

**M**TC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; County Transportation Agencies (CTAs); 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 Transportation Agencies, the nine Bay Area counties, the individual cities within each county, or other special districts.



## How does a project get in the TIP?

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

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

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

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



# Follow a Transportation Project From Idea to

## New Project Ideas and Local Review

## MTC's Long-Term Regional Transportation Plan

### Idea

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

### Local Review

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

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

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

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

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

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

## How You Can Make a Difference

### Get involved in your community!

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

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

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

# Implementation

## MTC's Project Selection Process

## Construction/Implementation

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

### Project Selection Process

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

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

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

### The Transportation Improvement Program (TIP)

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

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

### Environmental Review and Project Development Activities

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

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

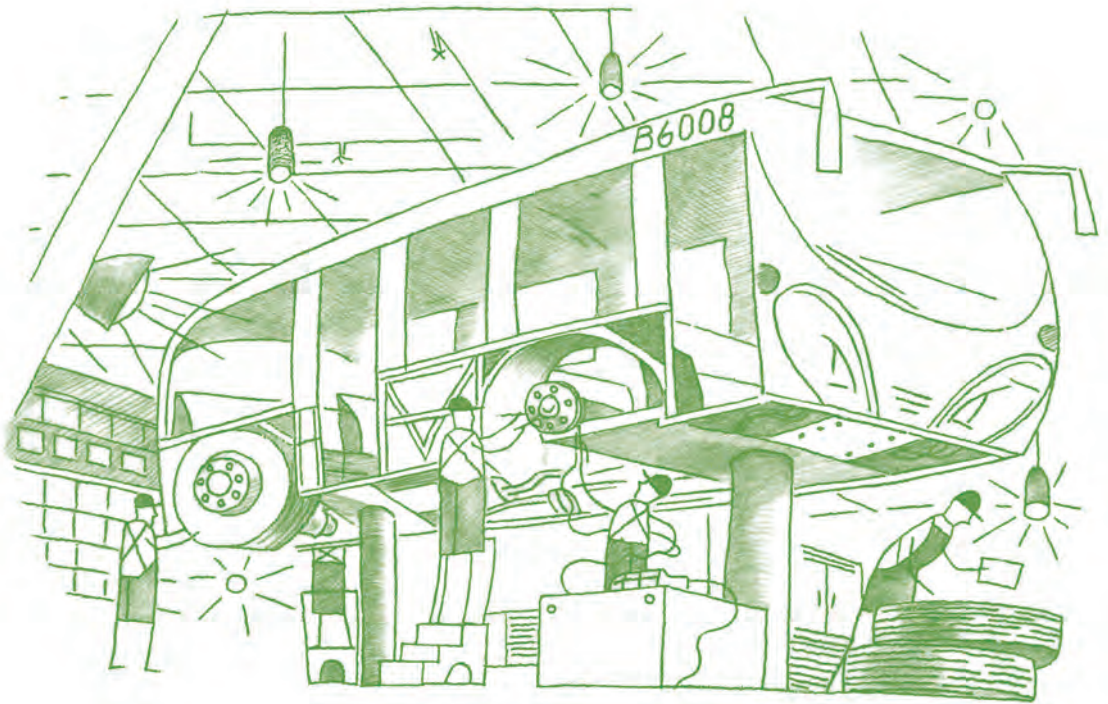
### Get involved in planning for the whole Bay Area at MTC!

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

### Comment on a project's impacts

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





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

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

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



## In what ways can the public participate?

**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/funding/transportation-improvement-program-tip](http://mtc.ca.gov/funding/transportation-improvement-program-tip)

#### MTC Public Participation Plan

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

#### Project Listing: MTC Fund Management System

[mtc.ca.gov/funding/fund-management-system-fms](http://mtc.ca.gov/funding/fund-management-system-fms)

### MTC Staff Contacts

#### Program and Fund Management

Kenneth Kao (415) 778-6768  
[kkao@bayareametro.gov](mailto:kkao@bayareametro.gov)

#### Transportation Improvement Program

Adam Crenshaw (415) 778-6794  
[acrenshaw@bayareametro.gov](mailto:acrenshaw@bayareametro.gov)

John Saelee (415) 778-6711

[jsaelee@bayareametro.gov](mailto:jsaelee@bayareametro.gov)

#### Federal Highway Administration Programs

Mallory Atkinson (415) 778-6793  
[matkinson@bayareametro.gov](mailto:matkinson@bayareametro.gov)

#### Federal Transit Administration Programs

Craig Bosman (415) 778-6770  
[cbosman@bayareametro.gov](mailto:cbosman@bayareametro.gov)

#### State Funding Programs

Karl Anderson (415) 778-6745  
[kanderson@bayareametro.gov](mailto:kanderson@bayareametro.gov)

#### MTC Public Information

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

#### MTC-ABAG Library

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





## Transportation agencies in the San Francisco Bay Area

### Major Transit Operators

#### Altamont Commuter Express (ACE)

209.944.6220

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

510.891.4777

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

510.464.6000

#### Bay Area Water Emergency Transit Authority

415.291.3377

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

925.676.1976

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

925.754.6622

#### Fairfield/Suisun Transit (FAST)

707.422.2877

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

415.921.5858

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

925.455.7500

#### Marin County Transit District

415.226.0855

#### Napa Valley Transportation Authority (VINE)

707.259.8631

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

650.508.6200

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

415.701.4500

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

650.508.6200

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

408.321.2300

#### Santa Rosa Department of Transit and Parking

707.543.3333

#### Solano County Transit (SolTrans)

707.648.4666

#### Sonoma County Transit

707.585.7516

#### Sonoma-Marin Area Rail Transit

707.794.3330

#### Transbay Joint Powers Authority

415.597.4620

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

510.724.3331

### Major Seaports and Airports

#### Port of Oakland

510.627.1100

#### Port of San Francisco

415.274.0400

#### Oakland International Airport

510.563.3300

#### San Jose International Airport

408.392.3600

#### San Francisco International Airport

650.821.8211

## Regional Agencies

**Association of Bay Area Governments**  
415.820.7900

**Bay Area Air Quality Management District**  
415.749.5000

**Metropolitan Transportation Commission**  
415.778.6700

**San Francisco Bay Conservation and Development Commission**  
415.352.3600

## County Transportation Agencies

**Alameda County Transportation Commission**  
510.208.7400

**Contra Costa Transportation Authority**  
925.256.4700

**Transportation Authority of Marin**  
415.226.0815

**Napa Valley Transportation Authority**  
707.259.8631

**San Francisco County Transportation Authority**  
415.522.4800

**City/County Association of Governments of San Mateo County**  
650.599.1406

**Santa Clara Valley Transportation Authority**  
408.321.2300

**Solano Transportation Authority**  
707.424.6075

**Sonoma County Transportation Authority**  
707.565.5373

## State Agencies

**California Air Resources Board**  
916.322.2990

**California Highway Patrol, Golden Gate Division**  
707.917.4300

**California State Transportation Agency**  
916.323.5400

**California Transportation Commission**  
916.654.4245

**Caltrans, District 4**  
510.286.4444

## Federal Agencies

**Environmental Protection Agency, Region 9**  
415.947.8000

**Federal Highway Administration, California Division**  
916.498.5001

**Federal Transit Administration, Region 9**  
415.734.9490





## Credits

**Theresa Romell**

Director, Funding Policy and Programs

**Kenneth Kao**

Assistant Director

**John Saelee**

**Adam Crenshaw**

TIP Administrators

**Alfredo Balderamos**

Administrative Support

**Mallory Atkinson**

Federal Program Manager

**Catalina Alvarado**

Editor

**Whitney Sherman**

Illustrations

**Michele Stone**

Graphic Design

**Peter Beeler**

Map Design

To order additional copies of this Guide to the TIP, email [library@bayareametro.gov](mailto:library@bayareametro.gov) or call 415.778.5236



Printed on  
recycled paper





**Metropolitan Transportation Commission**

**Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105**

**TEL 415.778.6700**

**FAX 415.536.9800**

**E-MAIL [info@bayareametro.gov](mailto:info@bayareametro.gov)**

**WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)**