

Metropolitan Transportation Commission Programming and Allocations Committee

July 11, 2012

Item Number 3a

Public Hearing on the Draft 2013 TIP and Air Quality Conformity Analysis and Finding

Subject: Public Hearing on the Draft 2013 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis and Finding.

Background: The Draft 2013 TIP includes 900 transportation projects, and a total of approximately \$11.2 billion in committed federal, state, regional and local funding over the four-year TIP period from FY2012-13 through FY2015-16. The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds, are subject to a federally required action, or are regionally significant. As the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, MTC prepares and adopts the TIP at least once every four years. Federal regulations also require an opportunity for public comment prior to TIP approval. Further description is provided in the attached, "A Guide to the San Francisco Bay Area's Transportation Improvement Program."

To further assist in the public assessment of the 2013 TIP, and specifically to address the equity implications of the proposed TIP investments, MTC staff has conducted an investment analysis with a focus on minority and low-income residents (attached). 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 and geographic criteria to calculate the shares of 2013 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 that of the general population. Staff will be presenting the investment analysis to the Policy Advisory Council on July 11, 2012.

The draft TIP and Air Quality Conformity Finding documents were released for a public review and comment period beginning on June 22, 2012 and are available on the internet at: <http://www.mtc.ca.gov/funding/tip/2013>. The close of the comment period is scheduled for August 2, 2012. The final document will be presented for approval at the September 26, 2012 Commission meeting. Final federal approval of the 2013 TIP is expected in December 2012.

Issues: None.

Receive Public Comment: The 2013 TIP will be considered for adoption at the September Committee and Commission meetings.

Attachments: A Guide to the San Francisco Bay Area's Transportation Improvement Program Draft 2013 TIP Investment Analysis

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

Updated to reflect the Draft 2013 TIP

June 2012



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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, rail, bicycle and pedestrian facilities. 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 and the Service Authority for Freeways and Expressways.

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 19-member policy board. Fourteen 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 State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.

What is the Transportation Improvement Program or TIP?

The TIP describes the transportation investment priorities of the region that have a federal interest. It lists all surface transportation projects that have a federal interest – meaning projects 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 to update the TIP over four years per federal law; MTC updates it every other year.



Illustration: Bud Thon

The TIP identifies a future commitment 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.

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.

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 that are reasonably expected to be available over the four-year timeframe of the TIP. In order 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.

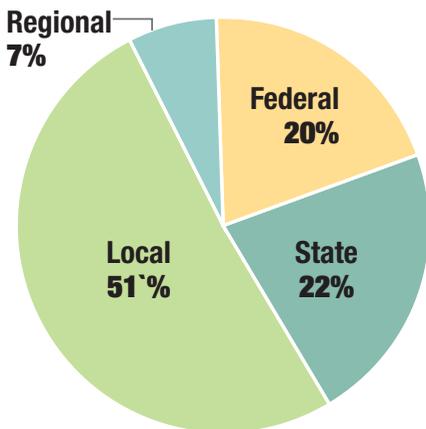
An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit 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.

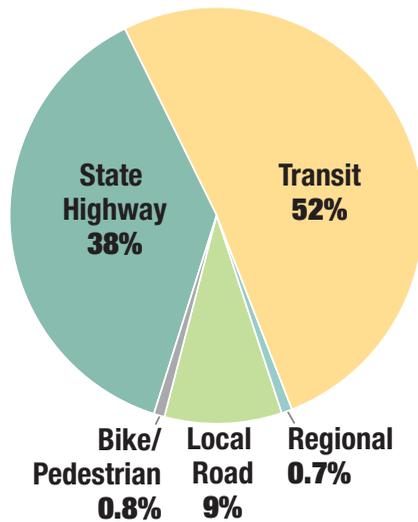
A summary of the Draft 2013 TIP

The Bay Area's Draft 2013 TIP includes approximately 900 transportation projects, and a total of approximately \$11.2 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2016. See the next page for a map of projects with costs greater than \$200 million.

TIP Funds by Source



TIP Funds by Mode



Draft 2013 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2013 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 and geographic criteria to calculate the shares of 2013 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.

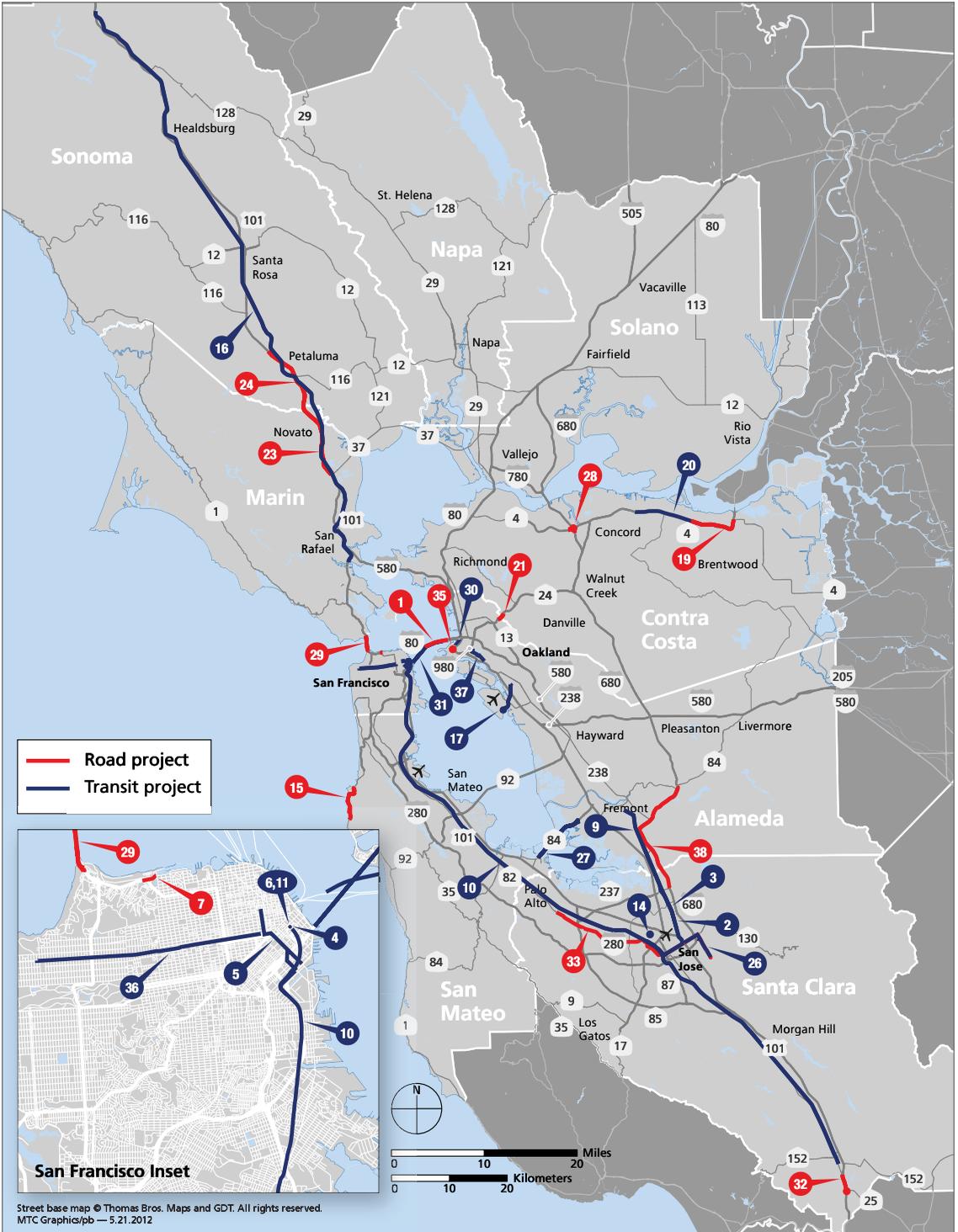
Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: www.mtc.ca.gov/funding/tip/

Projects in the Draft 2013 TIP Over \$200 Million

- BLUE** Transit Project
RED Road Project
- 1. San Francisco-Oakland Bay Bridge East Span Replacement**
Alameda County
\$5.67 billion
 - 2. BART – Berryessa to San Jose Extension**
Santa Clara County
\$5.01 billion
 - 3. BART – Warm Springs to Berryessa Extension**
Santa Clara County
\$2.52 billion
 - 4. Transbay Terminal/Caltrain Downtown Extension – Ph. 1**
San Francisco County
\$1.59 billion
 - 5. SF Muni Third St LRT Ph. 2 Central Subway**
San Francisco County
\$1.57 billion
 - 6. Transbay Transit Center – TIFIA Loan Debt Service**
San Francisco County
\$1.19 billion
 - 7. US-101 Doyle Drive Replacement**
San Francisco County
\$1.05 billion
 - 8. BART Railcar Replacement Program****
Multiple Counties
\$1.04 billion
 - 9. BART – Warm Springs Extension**
Alameda County
\$890 million
 - 10. Caltrain Electrification**
Multiple Counties
\$785 million
 - 11. Transbay Terminal/Caltrain Downtown Extension – Ph. 2**
San Francisco County
\$639 million
 - 12. Toll Bridge Rehabilitation Program****
Multiple Counties
\$629 million
 - 13. BART Car Exchange (Preventive Maintenance) ****
Multiple Counties
\$609 million
 - 14. San Jose International Airport People Mover**
Santa Clara County
\$508 million
 - 15. SR-1 Devils Slide Bypass**
San Mateo County
\$505 million
 - 16. Sonoma Marin Area Rail Corridor**
Sonoma County/Marin County
\$504 million
 - 17. BART Oakland –Airport Connector**
Alameda County
\$484.3 million
 - 18. Valley Transportation Authority: Preventive Maintenance****
Santa Clara County
\$478.8 million
 - 19. SR-4 East Widening from Somersville Rd. to SR-160**
Contra Costa County
\$464.5 million
 - 20. E-BART – East Contra Costa County Rail Extension**
Contra Costa County
\$459.9 million
 - 21. SR-24 – Caldecott Tunnel 4th Bore**
Alameda County/
Contra Costa County
\$420.3 million
 - 22. AC Transit: Preventive Maintenance Program****
Alameda County
\$392.4 million
 - 23. US-101 HOV Lanes — Marin-Sonoma Narrows (Marin)**
Marin County
\$372.7 million
 - 24. US-101 Marin-Sonoma Narrows (Sonoma)**
Sonoma County
\$372.7 million
 - 25. Freeway Performance Initiative (FPI)****
Multiple Counties
\$364 million
 - 26. Capitol Expressway LRT Extension**
Santa Clara County
\$334 million
 - 27. Dumbarton Rail Service (PE and ROW only)**
Alameda County/San Mateo County
\$301 million
 - 28. I-680/SR-4 Interchange Reconstruction – Phases 1-5**
Contra Costa County
\$297.5 million
 - 29. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
Marin County/San Francisco County
\$274.4 million
 - 30. Outer Harbor Intermodal Terminals (OHIT)**
Alameda County
\$274.3 million
 - 31. BART Transbay Tube Seismic Retrofit**
Multiple Counties
\$265.4 million
 - 32. SR-25/Santa Teresa Blvd/US-101 Interchange**
Santa Clara County
\$237.3 million
 - 33. El Camino Real Bus Rapid Transit**
Santa Clara County
\$233.4 million
 - 34. Caltrain Positive Train Control****
Multiple Counties
\$232.7 million
 - 35. 7th Street Grade Separation and Roadway Improvement**
Alameda County
\$220.5 million
 - 36. Geary Bus Rapid Transit**
San Francisco County
\$219.8 million
 - 37. Enhanced Bus – Telegraph/International/East 14th**
Alameda County
\$205.2 million
 - 38. I-680 Sunol Grade – Alameda SB HOV, Final Phase**
Alameda County
\$203.3 million

** These projects not shown on map

Projects in the Draft 2013 TIP With Costs Greater Than \$200 million



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

Regionally significant projects must be first identified in the region's long-range transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan, currently the Transportation 2035 Plan for the San Francisco Bay Area, is required by federal law and is a blueprint for transportation investment decisions over a 25-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The TIP translates recommendations from the Transportation 2035 Plan into a short-term (four-year) program of improvements focused generally 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 plan.

How does the TIP relate to the Clean Air Act?

Transportation 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. Prior to 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?

Funding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal 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?

MTC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; and city and county public works representatives. The Partnership Board and 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, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the 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?

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 of inclusion in a 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, either MTC, the county congestion management agency, transit operator, or county may propose projects.

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 congestion management agency (CMA), 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 25 years. 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, county congestion management 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 CMA 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 Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.

Implementation

MTC's Project Selection Process

Construction/Implementation

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

Project Selection Process

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

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

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management 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 updates the TIP every two years, and 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, 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 (www.mtc.ca.gov/get_involved).
- ▶ Check MTC's website for committee agendas and to keep current on activities (www.mtc.ca.gov).
- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.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 resources 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 constructed or completed.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range 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 draft TIP is officially adopted by the Commission. MTC conducts a 30-day public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; 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/funding/tip/.

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/get_involved/participation_plan.htm.

Where to turn for more information

Visit the MTC website at 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 MTC-ABAG Library.

Resources

The Transportation Improvement Program

www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan

www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC

www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System

www.mtc.ca.gov/funding/fms_intro.htm

MTC Staff Contacts

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Federal Transit Administration Programs

Glen Tepke (510) 817-5781

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State Funding Programs

Kenneth Kao (510) 817-5768

kkao@mtc.ca.gov

MTC Public Information

(510) 817-5757 or info@mtc.ca.gov

MTC-ABAG Library

(510) 817-5836 or library@mtc.ca.gov

Request Assistance

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

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

Napa County Transportation Planning Agency (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 Airports and Seaports

Port of Oakland

510.627.1100

Port of San Francisco

415.274-0400

Oakland International Airport

510.563.3300

San Jose International Airport

408.535.3500

San Francisco International Airport

415.821.8211

Regional Agencies

Association of Bay Area Governments

510.464.7900

Bay Area Air Quality Management District

415.771.6000

Metropolitan Transportation Commission

510.817.5700

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 County Transportation Planning Agency

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

707.648.4180

California Transportation Commission

916.551.4100

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

Metropolitan Transportation Commission Roster

Adrienne J. Tissier, Chair

San Mateo County

Amy Rein Worth, Vice Chair

Cities of Contra Costa County

Tom Azumbrado

U.S. Department of Housing and Urban Development

Tom Bates

Cities of Alameda County

David Campos

City and County of San Francisco

Dave Cortese

Santa Clara County

Bill Dodd

Napa County and Cities

Dorene M. Giacomini

U.S. Department of Transportation

Federal D. Glover

Contra Costa County

Mark Green

Association of Bay Area Governments

Scott Haggerty

Alameda County

Anne W. Halsted

San Francisco Bay Conservation and Development Commission

Steve Kinsey

Marin County and Cities

Sam Liccardo

Cities of Santa Clara County

Jake Mackenzie

Sonoma County and Cities

Kevin Mullin

Cities of San Mateo County

Bijan Sartipi

State Business, Transportation and Housing Agency

James P. Spring

Solano County and Cities

Scott Wiener

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2013 TIP Investment Analysis: Focus on Low-Income and Minority Communities

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is required by the State to prepare and adopt an updated TIP every two years; and is currently developing the 2013 TIP. The 2013 TIP will cover the four-year period of FY 2012-13 through FY 2015-16.

As part of the 2011 TIP development, MTC had conducted an investment analysis with a focus on minority and low-income residents to assist in the public assessment of the TIP, and specifically to address the equity implications of the proposed TIP investments. An update to this analysis for the 2013 TIP is discussed here. The purpose of the analysis is to understand if low-income and minority populations are sharing equitably in the TIP's financial investments. The analysis used two approaches to calculate the shares of 2013 TIP investments flowing to the identified communities, and compared those shares with the proportional size of this group's population and trip-making, relative to that of the general population. This report presents the results of this analysis. For reference, the 2011 TIP investment analysis is available at http://www.mtc.ca.gov/funding/tip/2011/TIP_Investment_Analysis_Report_September_16.pdf.

While this investment analysis is a companion to the 2013 TIP, it is also a follow-up to several related MTC efforts, including the ongoing Plan Bay Area equity analysis, Transportation 2035 Equity Analysis (February 2009), the Snapshot Analysis for MTC Communities of Concern (June 2010) and the 2011 TIP Investment Analysis (September 2010). Together, these efforts are meant to provide accurate and current data to help inform decision-makers and the public, and to inform and encourage engagement in the public participation process.

MTC strives to employ best practices in metropolitan planning, and we constantly seek to refine and improve the analytical work that undergirds our planning processes. In keeping with these efforts MTC staff actively seeks feedback on this analysis. This document is available online at www.mtc.ca.gov/funding/tip/2013/tip_investment_analysis_report.pdf

About the 2013 TIP

The Bay Area's 2013 TIP includes 900 transportation projects, and a total of approximately \$11.2 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2016. Figure 1 on the next page illustrates the relative share of the 2013 TIP fund sources, with local sources comprising the largest share at nearly one-half of total funding. See Attachment A for a map of projects with costs greater than \$200 million.



Figure 1

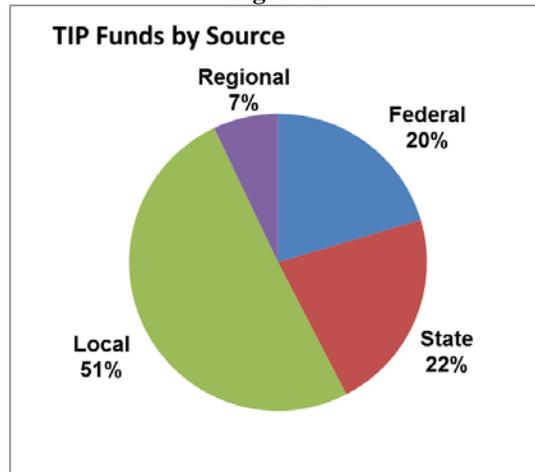
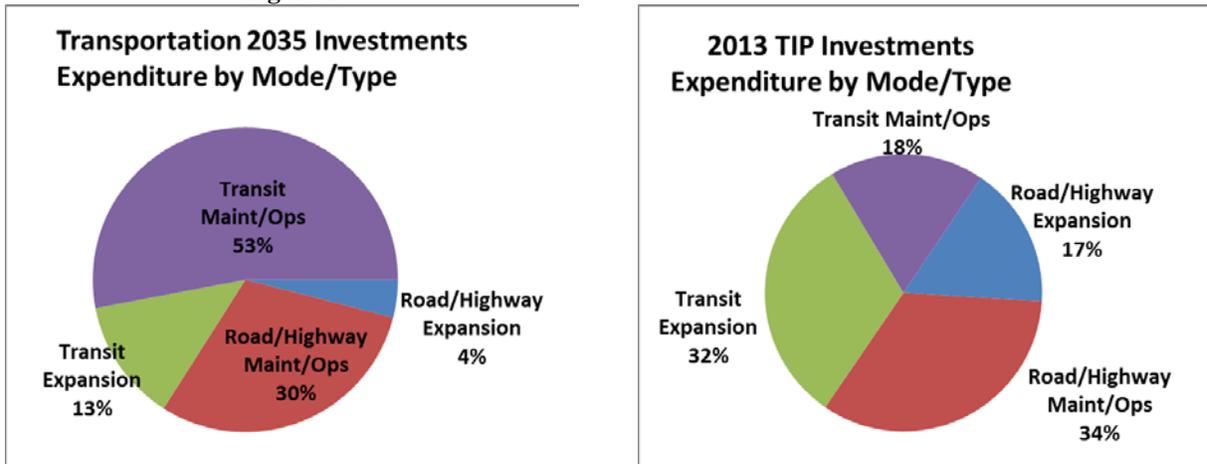


Figure 2 below at left shows the planned investments in the 2013 TIP by transportation mode (road/highway or transit) and type of expenditure (maintenance/operations or capital expansion). It must be noted that the TIP investments for Bicycle and pedestrian improvements are included under Road / Highway category. As a frame of reference, the Transportation 2035 Plan expenditures by mode and function are shown as well on the right.

Figure 2



The most striking difference is that the share of capital expansion for both transit and roads/highways is much greater in the 2011 TIP than is the case for the Transportation 2035 Plan. Also, the share of road/highway investments in the 2011 TIP is substantially larger than the counterpart share in the Transportation 2035 Plan.

The main reason for this difference is that the TIP represents only a fraction of Bay Area transportation investments and is only a four-year snapshot. Because the TIP is focused on projects that have federal funds, will require a federal action, or are regionally significant, it tends by its nature to be more heavily weighted toward capital projects – such as roads, transit extensions and replacement of transit vehicles. The majority of funds that go to operate and

maintain the region's transportation system – both for transit and streets and roads – are not a part of the TIP though are a significant part of Transportation 2035. For this reason, the TIP investments are not representative of the broader funding picture in Transportation 2035, the region's long-range plan.

Another feature of the TIP that distinguishes it from the region's long-range plan is that it tends to be a more dynamic document – meaning that it is amended frequently to reflect changing fund sources and project changes, and on-going programming efforts. For example, the current 2013 TIP does not yet reflect over \$1 billion in Federal Transit Administration (FTA) formula funds because the Commission has not yet adopted a final program. These funds have historically been directed to transit rehabilitation. Once the action occurs, the 2013 TIP will be amended to include the projects and funding. As context, the 2011 TIP has been revised over 25 times since its adoption two years ago.

Equity and Environmental Justice Considerations

As the federally designated MPO, MTC is responsible for developing a long-range regional transportation plan and the TIP. The legal, regulatory, and policy framework for addressing equity and environmental justice as it relates to the long-range transportation planning process is included in Appendix A and includes: 1) Title VI of the Civil Rights Act; 2) Federal Guidance on Environmental Justice; and 3) MTC's Environmental Justice Principles.

These laws, regulations, and policies form the basis of analyzing MTC's Transportation 2035 Plan for equity and inform the 2013 TIP Investment Analysis. However, no specific federal standard, policy or guidance exists related to how an environmental justice assessment or equity analysis should be performed for a long-range plan, nor are there identified standards against which MTC can measure its findings. Similarly, for the 2013 TIP, there is no federal guidance on completing an investment analysis. Therefore MTC is building on the work undertaken in the 2011 TIP Investment Analysis, and the Transportation 2035 analysis, including some enhancements based on feedback from stakeholders on the prior analysis. We continue to seek feedback on the methodology and future enhancements to the methodology.

Bay Area – Demographic Context

Before embarking on a discussion of the analysis, it is important to understand demographic and travel patterns for the Bay Area. In terms of overall demographics, roughly 25 percent of the region's households are low-income, defined as households with incomes that fall below 200 percent of the federal poverty level. Also, the Bay Area is now a "majority minority" region with 54 percent of the households in the racial/ethnic minority category. Table 1 provides summary information on demographics.

Table 1. Population Distribution by Income and Race/Ethnicity

Population Distribution by Household Income		
	Population	% of Total
Low-Income (\leq \$50,000)	1,753,180	25%
Not Low-Income ($>$ \$50,000)	5,155,599	75%
Total	6,908,779	100%
Population Distribution by Race/Ethnicity		
	Population	% of Total
Minority	3,721,079	54%
White Non-Hispanic	3,176,804	46%
Total	6,897,883	100%

Sources: American Community Survey (ACS): Public Use Microdata Sample 2008 and 2005-2007 ACS.

Most notably in terms of travel patterns, Figure 3 illustrates that trips by all Bay Area residents are overwhelmingly made by motor vehicle (80 percent) by the population at large, followed by non-motorized trips (12 percent), and transit (7 percent). While there are real differences for travel patterns for minority and low-income populations, motor vehicles are still the primary mode for trips at 65 percent or greater for both groups (see Figure 4).

Figure 3

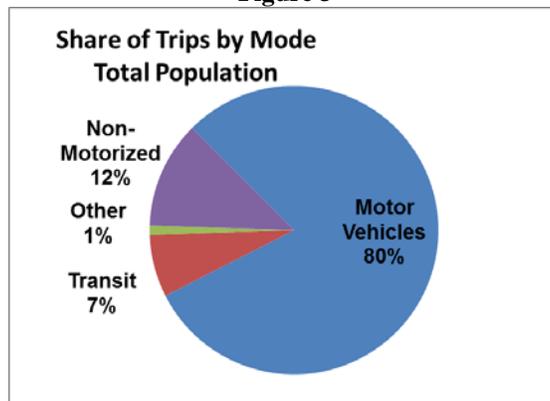
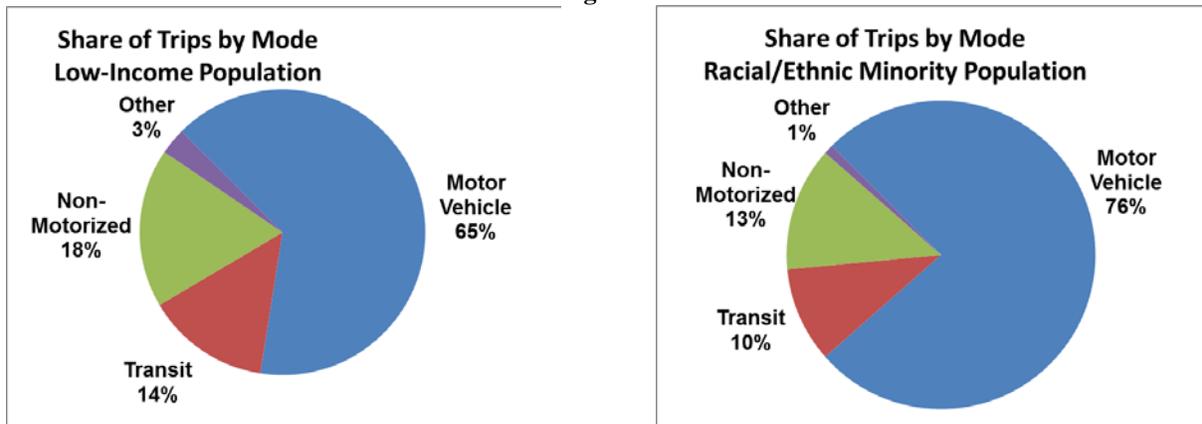


Figure 4



Investment Analysis Overview and Results

The 2013 TIP Investment Analysis uses two different analytical methodologies to compare how low-income and minority communities may be affected by the proposed investments in the 2013 TIP:

1. **Population Use-Based Analysis:** This analysis is use-based. It compares the estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations. In the aggregate, the analysis measures transit and motor vehicle trips using the 2000 Bay Area Travel Survey (2000 BATS). In drilling deeper into the slice of roadway investment alone, the analysis uses vehicle miles traveled (VMT) as the measure of system use from the 2000 BATS. Similarly, for a more refined look at transit investment alone, transit trips are measured using data from MTC's 2006 Transit Passenger Demographic Survey.
2. **Access-Based Analysis:** This analysis is location and access-based; it does not take into account system use. It compares the estimated percent of investment in communities of concern (CoCs) to the percent of population or infrastructure located within communities of concern. The definition of CoCs has been updated since the 2011 analysis. The analysis relies on MTC geographic information system (GIS) data to assign investments either within or outside of communities of concern. For a local project, the entire investment is either assigned within or outside of a CoC based on its location. For a network/system project, a share of the investment is assigned based on the percent of route miles/stations (transit) or lane miles (state highway, bridge, and local roads) in communities of concern.

In addition to the analytical methodologies and based on feedback received from the MTC Policy Advisory Council, staff has also mapped all the 2013 TIP projects that are mappable and overlaid them over Communities of Concern; and census tracts with above average minority populations (included as Appendix C). In addition to the maps in Appendix C and detailed maps for each of the following ethnicities - Hispanic/Latino; Black/African-American; Asian; Native Hawaiian/Pacific Islander and American Indian/Alaska Native can be found at the following link: www.mtc.ca.gov/funding/tip/2013/maps/.

Before undertaking this analysis, MTC staff reviewed TIPs prepared by Metropolitan Planning Organizations (MPOs) around the United States for best practices. In the few examples found that included an analysis, only a geographic approach was followed. In the interest of broadening the analytical framework for this TIP analysis, staff has undertaken two approaches to better inform decision-makers and the public. The methodologies for each approach and the results are discussed below. Appendix B includes definitions and data sources used in this analysis.

Population Use-Based Analysis

The population-based analysis was conducted as follows:

- The 2013 TIP investments were separated into two modes: transit and road/highway.
- Investments were allocated in each category to low-income and minority populations, and other populations according to each groups' usage share of each mode at the county or transit operator level.

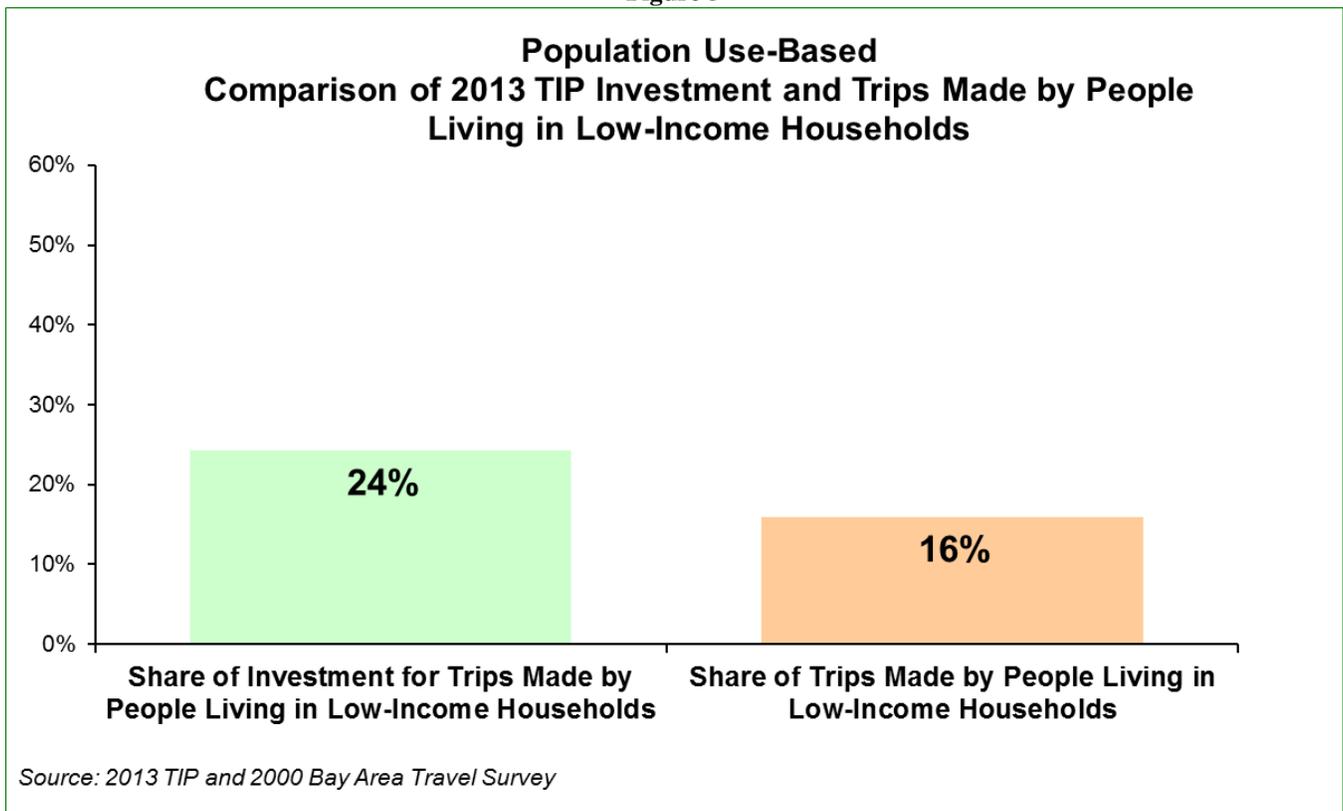
- First, to analyze what share of each mode (transit and roads/highways) low-income and minority populations utilize, the following definitions were used:
 - *Low-Income Households*: Low-income households were defined as households earning \$50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level.
 - *Minority Households*: For this analysis, minority households were defined using U.S. Census Bureau definitions.
- Second, the assignment of investment by usage was performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis was conducted at the county level for highways and roadways and at the transit-operator level for transit. As an illustrative example, for a \$50 million state highway project in Alameda County, 18 percent or \$9 million, would have been assigned as a financial benefit to low-income populations and the remaining 82 percent or \$41 million to other populations because 18 percent of Alameda County motor vehicle trips are made by low-income populations based on the 2000 BATS. A similar approach was followed for transit investment allocations. For multimodal, aggregate analysis, trip data from the 2000 BATS were used. For the in-depth transit analysis, data came from MTC's 2006 Transit Passenger Demographic Survey. For the focused roadway analysis, vehicle miles traveled (VMT) and 2000 BATS data were used.
- Lastly, the investments by mode (from county or transit operator data) were summed for low-income and minority populations and for all other populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations was then compared to the percent of investment for trips supporting that population.

As a regional-level analysis, this assessment is quite coarse, and has several limitations. The most significant shortcoming is that the analysis does not directly assess the benefit and burden of specific projects or programs. With respect to assigning investment benefit from expansion projects to households, this analysis is limited to assuming that existing usage demographics apply, since current demographic and travel surveys do not include future riders or drivers who will be attracted to the areas served by these expansions either as origins and destinations. Moreover, the roadway-usage share does not account for the benefit to the region's transit vehicles that share the roads with private automobiles. Also, for simplicity, pedestrian and bicycle projects were assigned to local streets and roads and not specifically assigned based on usage by low-income or minority populations of these facilities, or walk/bike mode share.

Population Use-Based Results

Table 2. Population Use-Based Comparison of 2013 TIP Investment and Trips by Income Distribution			
	2013 TIP Investments	% of Investment	% of Trips
Trips by People Living in Low-Income Households (≤\$50k/yr)	\$2,709,206,777	24%	16%
Trips by People Living in Not-Low Income Households (>\$50k/yr)	\$8,449,256,584	76%	84%
Total	\$11,158,463,361	100%	100%

Figure 5

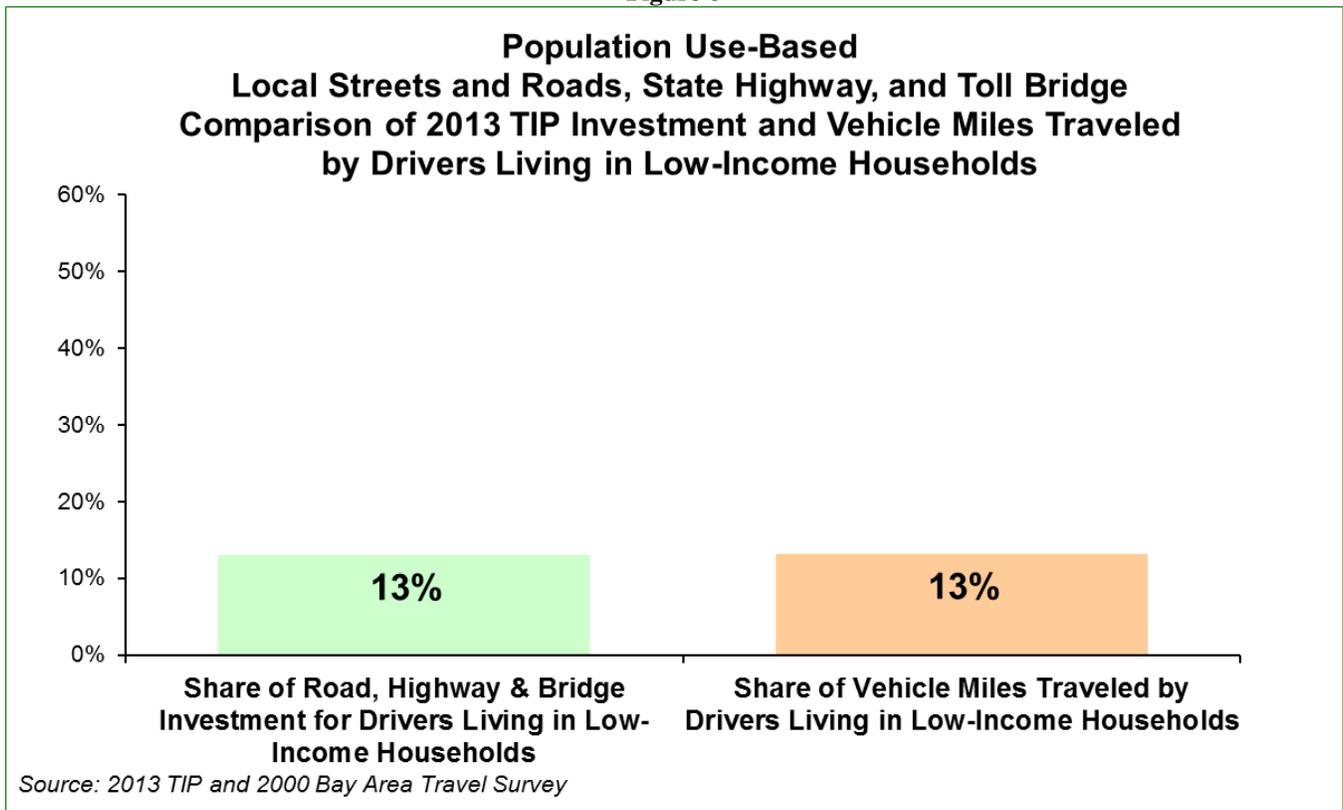


Observations

- The share of investment in projects that support trips made by people living in low-income households (24%) is greater than the proportion of trips made by people living in households that earns \$50,000 or less (16%).
- While low-income households make up 25% of the population in the Bay Area (Source: American Community Survey [ACS]: Public Use Microdata Sample 2008 and 2005-2007 ACS) people living in these households account for only 16% of all trips (Source: 2000 Bay Area Travel Survey).

Table 3. Population Use-Based Local Streets and Roads, State Highway, and Toll Bridge Comparison of 2013 TIP Investment and Vehicle Miles Traveled by Income Distribution			
	Road, Highway & Bridge Investment	% of Investment	% of Vehicle Miles Traveled
Drivers Living in Low-Income Households (<\$50k/yr)	\$762,424,515	13%	13%
Drivers Living in Not Low-Income Households (>\$50k/yr)	\$5,063,327,396	87%	87%
Total	\$5,825,751,911	100%	100%

Figure 6

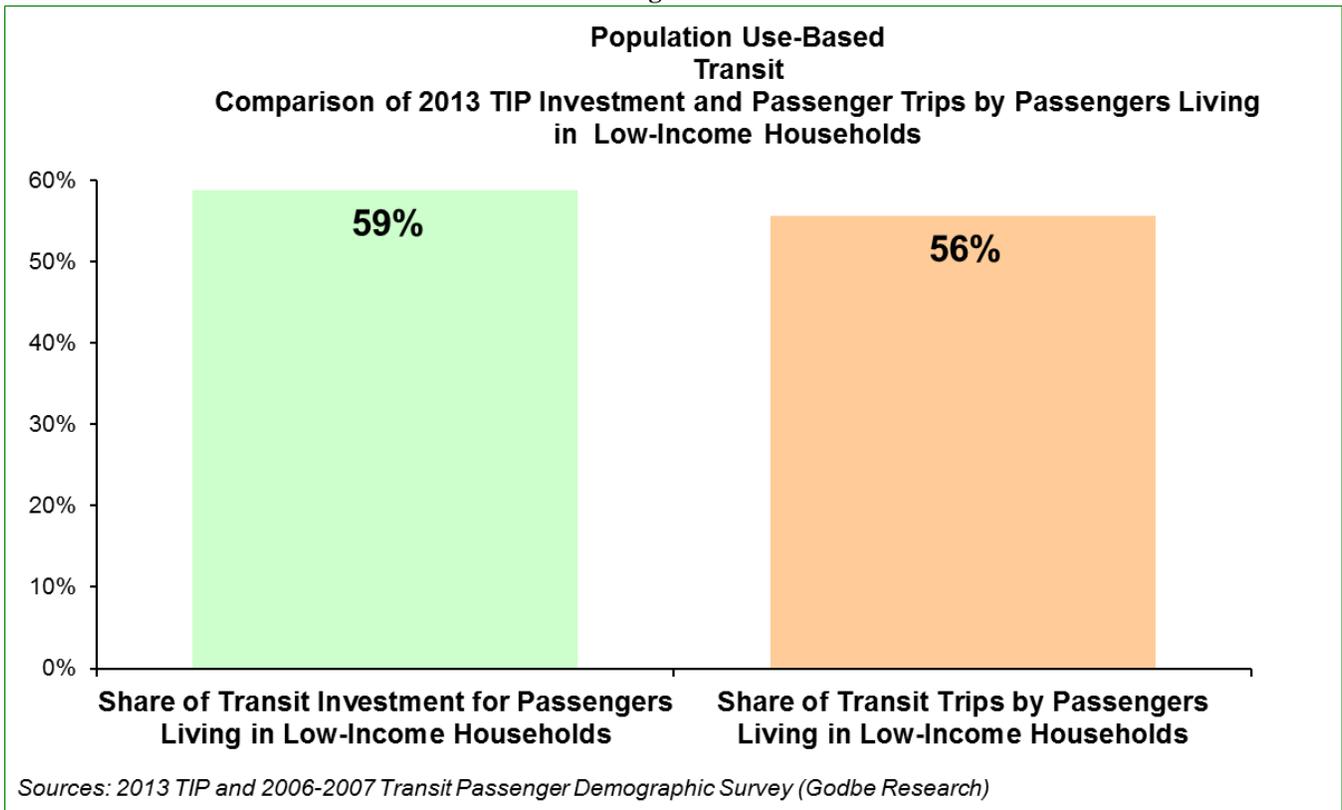


Observations

- The share of investment in local road, state highway and toll bridge systems that benefit drivers living in low-income households is equal to the share of total vehicle miles traveled by drivers living in low-income households.
- While low-income households account for 25% of the population in the Bay Area (Source: American Community Survey [ACS]: Public Use Microdata Sample 2008 and 2005-2007 ACS) the drivers living in these households account for only 13% of the driving done in the region (Source: 2000 Bay Area Travel Survey).

Table 4. Population Use-Based Transit Comparison of 2013 TIP Investment and Passenger Trips by Income Distribution			
	Transit Investment	% of Investments	% of Passenger Transit Trips
Passengers Living in Low-Income Households (≤\$50k/yr)	\$3,133,832,674	59%	56%
Passengers Living in Not Low-Income Households (>\$50k/yr)	\$2,198,878,776	41%	44%
Total	\$5,332,711,450	100%	100%

Figure 7

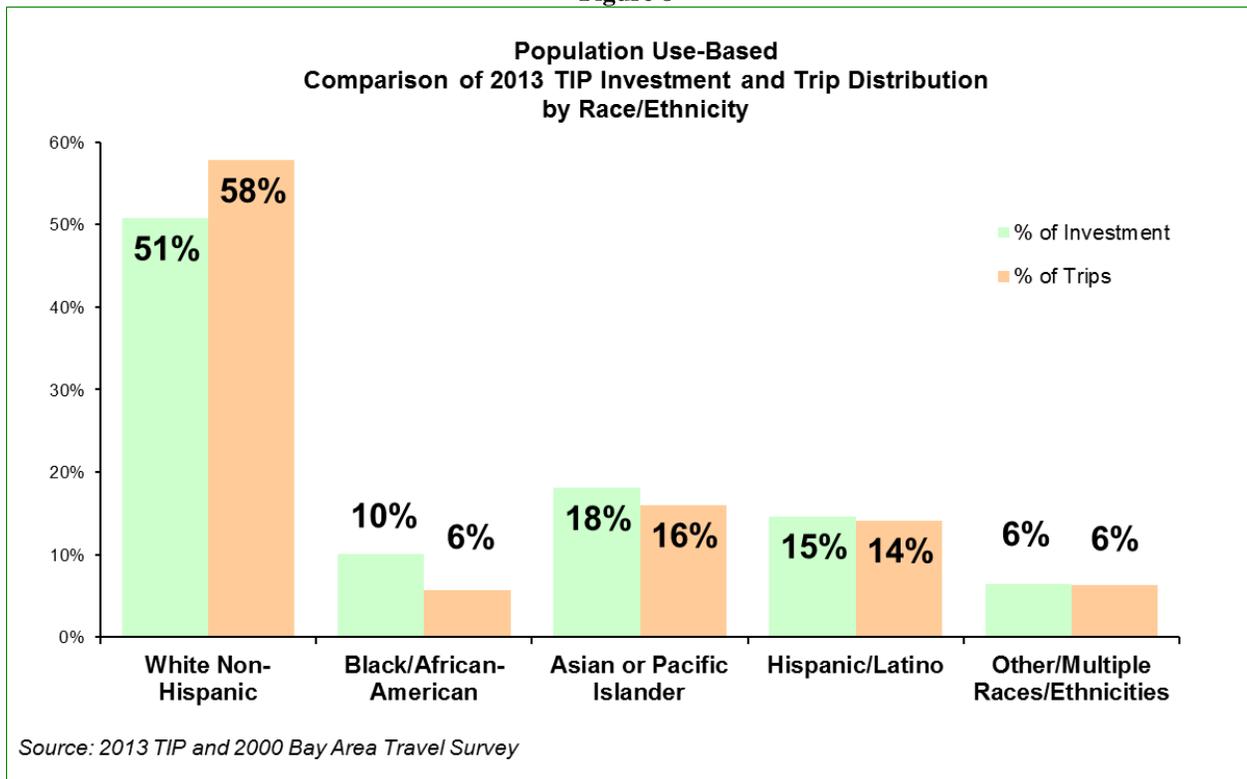


Observations

- The share of transit investment for passengers living in low-income households (59%) is greater than the share of transit trips taken by passengers living in low-income households (56%).
- While the share of total low-income households in the Bay Area is 25% of the population (Source: American Community Survey [ACS]: Public Use Microdata Sample 2008 and 2005-2007 ACS), passengers from these households account for 56% of transit trips (2006-2007 Transit Passenger Demographic Survey).

Table 5. Population Use-Based Comparison of 2013 TIP Investment and Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Trips
White Non-Hispanic	\$5,665,777,337	51%	58%
Racial/Ethnic Minorities	\$5,492,686,024	49%	42%
<i>Black/African-American</i>	\$1,119,829,333	10%	6%
<i>Asian or Pacific Islander</i>	\$2,018,509,659	18%	16%
<i>Hispanic/Latino</i>	\$1,637,643,397	15%	14%
<i>Other/Multiple Races/Ethnicities</i>	\$716,703,636	6%	6%
Total	\$11,158,463,361	100%	100%

Figure 8

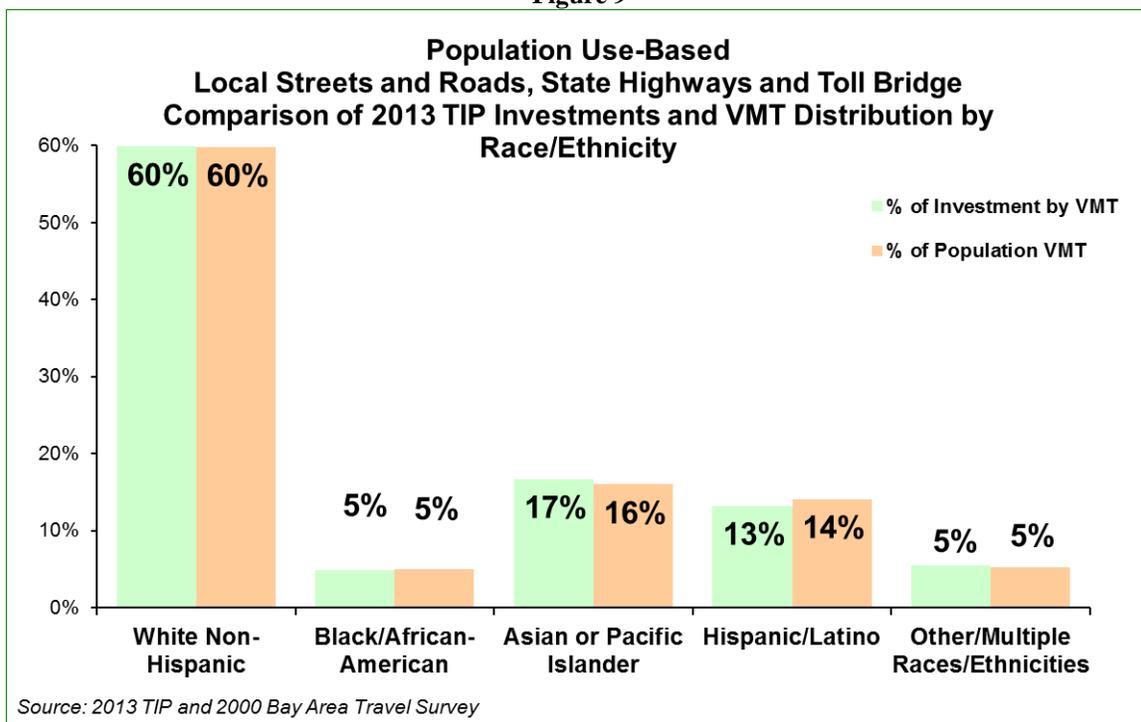


Observations

- While the white, non-Hispanic population of the Bay Area is 46% of the total population, this population’s share of trips is 58% of the total.
- Racial/ethnic minority households make up 54% of the population in the Bay Area, but take only 42% of all trips.
- The share of transportation investment in the Bay Area that supports racial/ethnic minority population trips is greater than the share of trips taken by these communities, and this is a uniform result among all racial/ethnic minority populations.

Table 6. Population Use-Based Local Streets and Roads, State Highways and Toll Bridge Comparison of 2013 TIP Investments and VMT Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Population VMT
White Non-Hispanic	\$3,487,795,180	60%	60%
Racial/Ethnic Minorities	\$2,337,956,731	40%	40%
Black/African-American	\$279,832,132	5%	5%
Asian or Pacific Islander	\$972,344,042	17%	16%
Hispanic/Latino	\$770,666,279	13%	14%
Other/Multiple Races/Ethnicities	\$315,114,278	5%	5%
Total	\$5,825,751,911	100%	100%

Figure 9

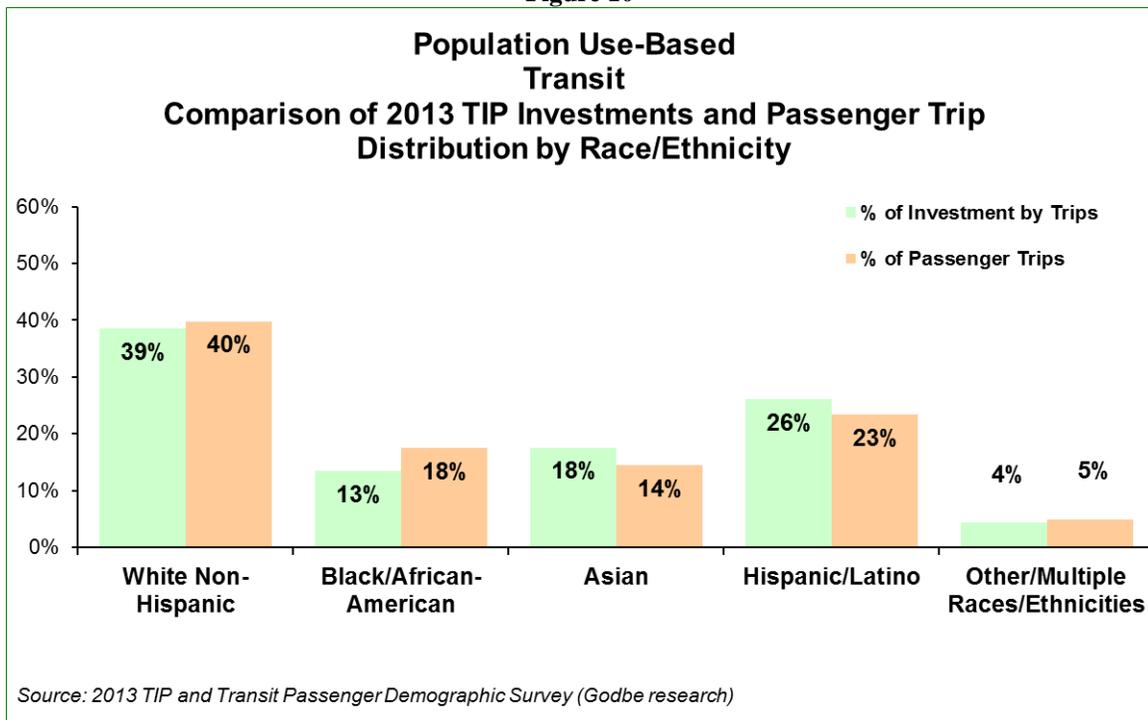


Observations

- While the white, non-Hispanic population of the Bay Area is 46% of the total population, this population’s share of vehicle miles traveled is 60% of the total.
- Racial/ethnic minority households make up 54% of the population in the Bay Area, but account for only 40% of the vehicle miles traveled in the Bay Area.
- The share of local streets and roads, state highway, and toll bridge investment that supports trips by racial/ethnic minority communities in the Bay Area at 40% is roughly equivalent to the share of vehicle miles traveled by racial/ethnic minority populations at 40%, and this holds true for nearly all racial/ethnic minority groups.

Table 7. Population Use-Based Transit			
Comparison of 2013 TIP Investments and Passenger Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Passenger Trips
White Non-Hispanic	\$ 2,055,935,077	39%	40%
Racial/Ethnic Minorities	\$ 3,276,776,373	61%	60%
<i>Black/African-American</i>	\$ 716,347,004	13%	18%
<i>Asian</i>	\$ 936,617,477	18%	14%
<i>Hispanic/Latino</i>	\$ 1,390,808,189	26%	23%
<i>Other/Multiple Races/Ethnicities</i>	\$ 233,003,703	4%	5%
Total	\$ 5,332,711,450	100%	100%

Figure 10



Observations

- While racial/ethnic minority groups make up 54% of the Bay Area population, this population accounts for 60% of all transit trips.
- The share of investment in racial/ethnic minority transit trips at 61% is greater than the share of transit trips made by racial/ethnic minority populations.
- The share of investment in racial/ethnic minority transit trips is not uniform among different racial/ethnic minority groups, as shown in Figure 10.

Access-Based Analysis

The access-based analysis was conducted as follows:

- The 2013 TIP investments were assigned as either “in” communities of concern (CoCs) or “outside” of CoCs based on the approach below. CoCs are characterized as having 4 or more factors listed below, or that have concentrations of both low-income and minority populations.

Disadvantage Factor	% of Regional Population¹	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters ²	10%	15%

¹Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.

²Defined as the share of housing units occupied by renters paying more than 50% of income for rent.

- All projects in the analysis were classified into two groups: 1) Local mapped projects; and 2) Network/system projects. Table 8 shows the relative split with the majority of projects and dollars analyzed (71 percent) being Local Mapped Projects.

Table 8. Summary of TIP Investments

Project Type	TIP Investment Only		# of Projects	
	(\$Billions)	%	Projects	%
Local Mapped Projects	\$7.9	71%	287	71%
Network/System Projects	\$3.2	29%	119	29%
Total	\$11.2	100%	406	100%

- Local mapped projects are compared against the physical locations of the CoCs. Funding for projects that are located in a CoC boundary have their funding amounts assigned to CoCs; those that do not intersect a community of concern are assigned to outside of communities of concern.
- Projects that are network or system-based are subdivided by mode (state highways, local roads, and transit) and have a share of funding assigned either in or outside of CoCs using percentages derived from MTC’s geographic information system (GIS) as follows:
 1. State highway projects: based on the percentage of *each county’s total state highway miles* in or outside of CoCs.
 2. Local streets and roads projects: based on the percentage of *each county’s total local streets and roads miles* in or outside of CoCs.

2013 TIP Investment Analysis (cont.)

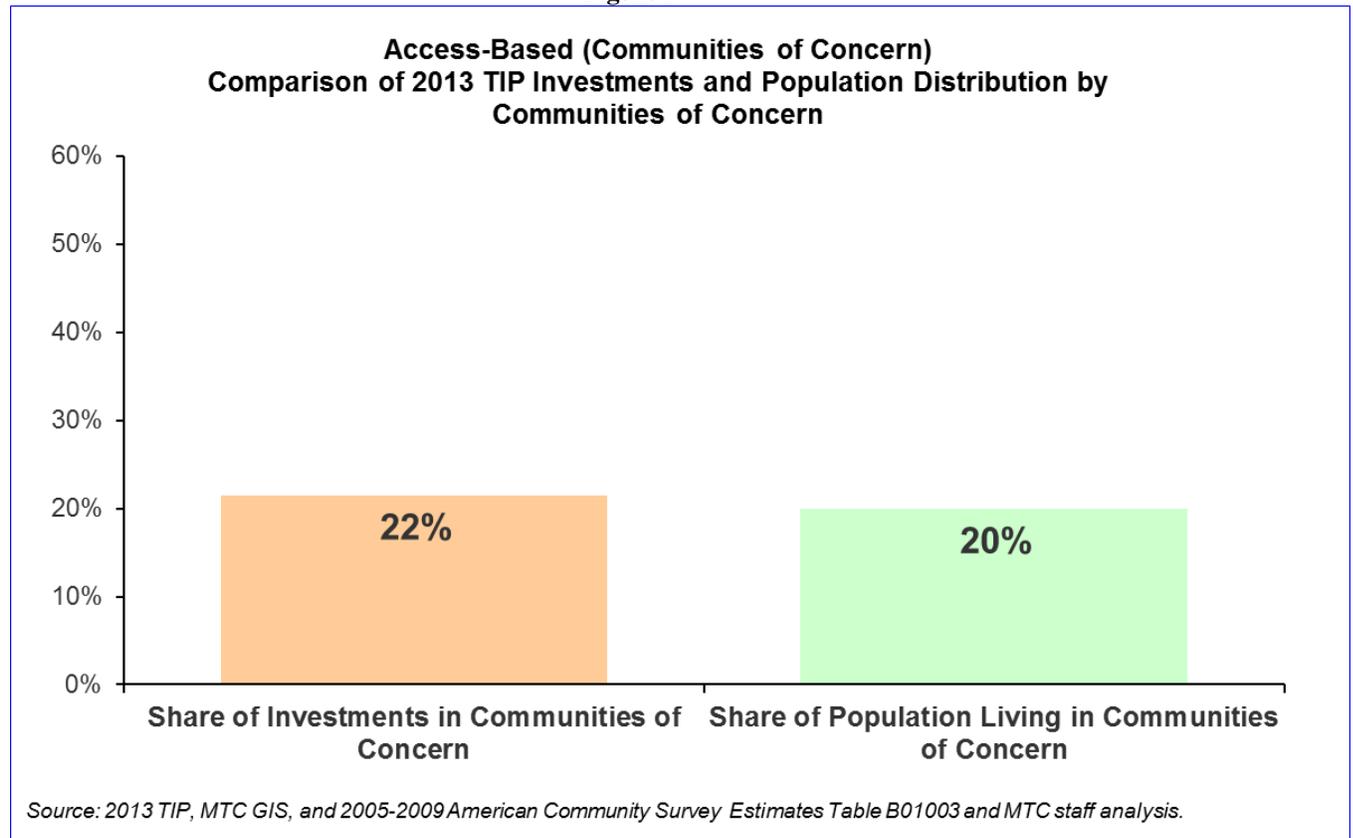
3. Transit projects: For rail and ferry, based on the percentage of *each operator's total number of stations and terminals* in or outside of CoCs. For bus and multi-modal systems, based on the percentage of *each operator's total route-miles* in or outside of CoCs.
4. Regional projects (freight/toll bridge): based on the regional aggregate of either state highway miles or road miles in or outside of CoCs.

The approach described above is used to partially address some of the limitations of a geographic analysis. Most MPOs that have conducted a similar analysis used a geographic framework to assign investments to communities. The hybrid approach taken here for the Bay Area is meant to more accurately portray the broader effect projects can have beyond just the immediate community, especially when the investment is to a state highway or road network, or regional transit system.

Access-Based Results

Table 9: Access-Based (Communities of Concern) Comparison of 2013 TIP Investments and Population Distribution by Communities of Concern				
	2013 TIP Investments	% of Total	2005-2009 ACS	% of Total
In Communities of Concern	\$2,403,302,027	22%	1,203,609	20%
Outside Communities of Concern	\$8,755,161,334	78%	5,747,155	80%
Total	\$11,158,463,361	100%	6,950,764	100%

Figure 7

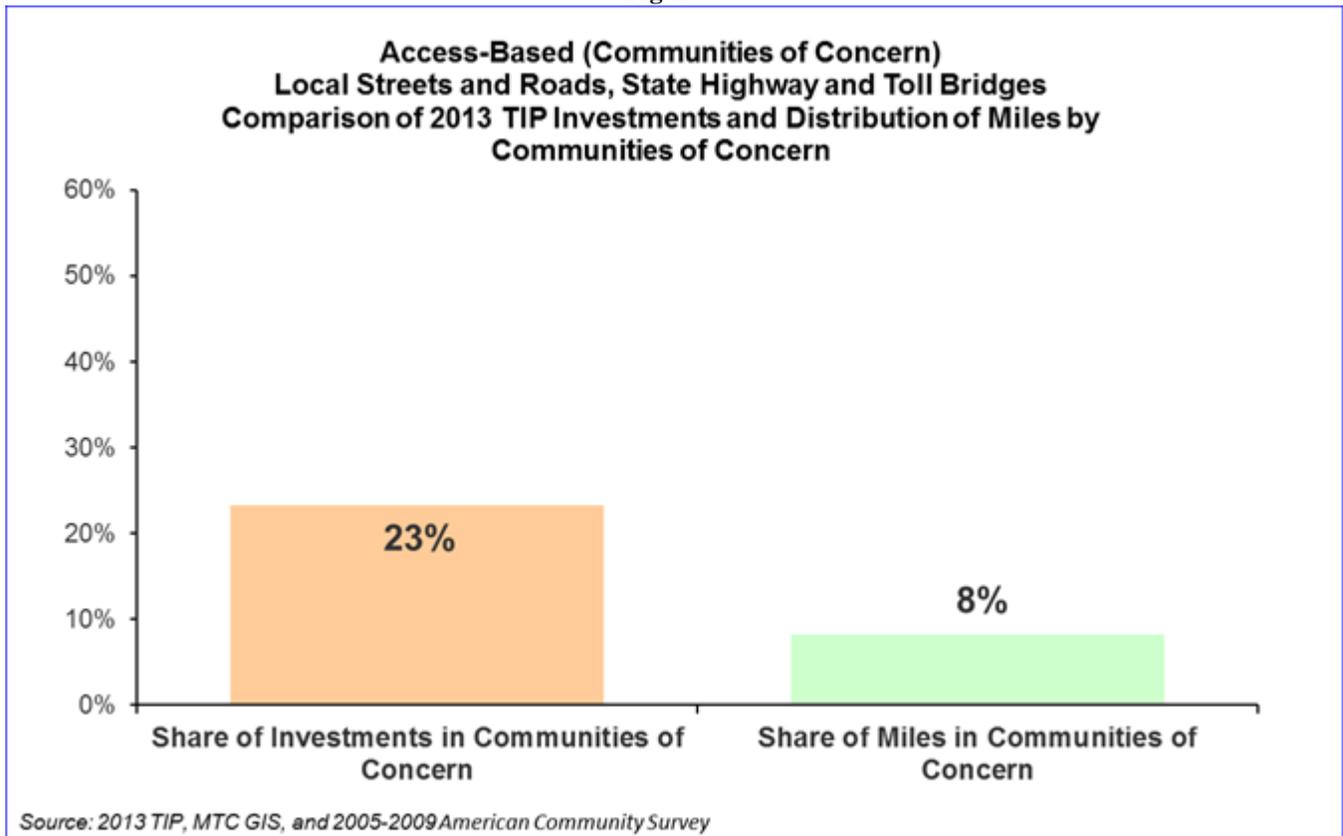


Observations

- The share of TIP investments attributed to Communities of Concern (22%) is greater than the share of the population living in Communities of Concern (20%).

Table 10: Access-Based (Communities of Concern) Comparison of 2013 TIP Investment and Distribution of Local Streets/Roads and State Highway Miles by Communities of Concern				
	2013 TIP Investments	% of Total	Lane Miles	% of Total
In Communities of Concern	\$1,355,369,197	23%	2,450	8%
Outside Communities of Concern	\$4,470,382,714	77%	27,139	92%
Total	\$5,825,751,911	100%	29,589	100%

Figure 8



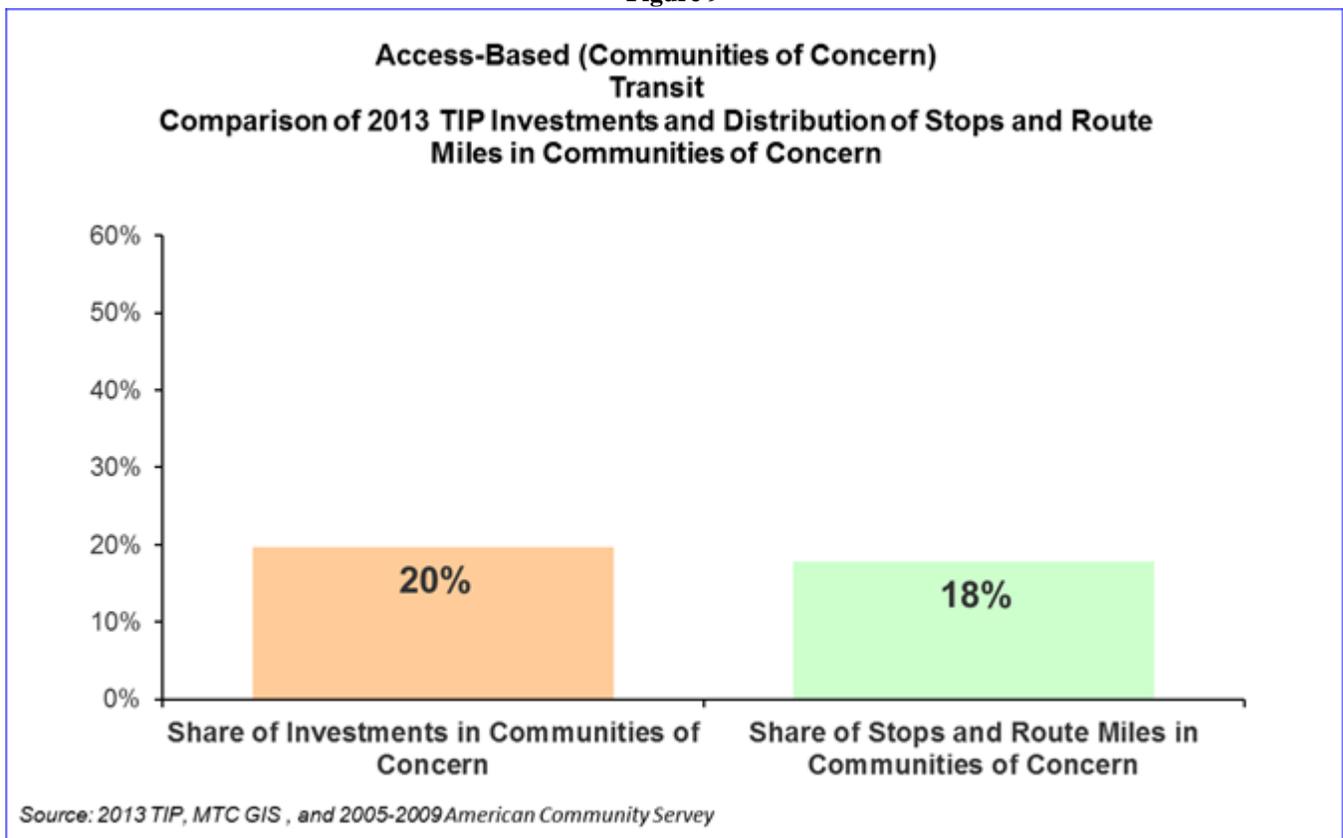
Observations

- The share of local streets and roads, state highway and toll bridge investments attributed to Communities of Concern (23%) is greater than the share of existing miles for these systems in Communities of Concern (8%).
- The share of existing miles in Communities of Concern (8%) is less than the share of the population living in Communities of Concern (20%).

Table 11: Access-Based (Communities of Concern) Comparison of 2013 TIP Investment and Distribution of Stops and Route Miles in Communities of Concern			
	2013 TIP Investments	% of Total	% of Stops/ Route Miles*
In Communities of Concern	\$1,047,932,830	20%	18%
Outside Communities of Concern	\$4,284,778,620	80%	82%
Total	\$5,332,711,450	100%	100%

*Bus and light rail service is measured by Share of Route Miles; heavy rail and ferry service is measured by Share of Stops.

Figure 9



Observations

- The share of transit investment attributed to Communities of Concern (20%) is greater than the share of existing transit service in Communities of Concern (18%).
- The share of existing transit service in Communities of Concern (18%) is less than the share of the population living in Communities of Concern (20%).

Key Findings

The purpose of this investment analysis is to compare the allocation of 2013 TIP investments between low-income and minority and all other populations. The key question addressed is: “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”

This analysis attempts to take a relatively conservative approach to assigning investments (or “benefit”) to low-income households given some of the limitations of the analysis. The results suggest that according to several indices, the 2013 TIP invests greater public funding to the benefit of low-income and minority communities than their proportionate share of the region’s population or trip-making as a whole.

- The two approaches both concluded in the aggregate that there is a relatively higher proportional investment in the 2013 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations. Table 12 summarizes these results.

Table 12. Findings for Aggregate Analysis

	Share of 2013 TIP Investment	Share of Total Trips/Population
Population Use-Based		
<i>Low-Income</i>	24%	16% (total trips)
<i>Minority</i>	49%	42% (total trips)
Access-Based	22%	20% (population - community of concern)

- In delving deeper into the investments by mode, one finds that the results are similar. For example, within the population use-based analysis for transit, the results showed that for low-income populations, the share of investment (59 percent) was slightly higher than the share of trips (56 percent). The share of investment in minority transit trips (61 percent) is both slightly greater than the minority share of the total population and also slightly more than the share of transit trips made by minority populations (60 percent). For streets and road investments, these findings also hold true. However, the results were not uniform across all racial minority groups. In no case, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.

Next Steps

As this is the second attempt of an analysis that has few national models to draw from, we expect that future iterations of the investment analysis for the 2015 TIP and its successors can improve on some of the limitations encountered in both the population use-based and access-based approaches. Among the improvement areas for consideration:

- Continue to research and identify best practices in the field;
- Update and make more consistent available survey data sets for Bay Area travel behavior and demographics.

Appendix A: Regulatory and Policy Context for Environmental Justice in Long-Range Transportation Planning

The legal, regulatory, and policy framework for environmental justice as it relates to the long-range transportation planning process is below:

Title VI of the Civil Rights Act: The federal Civil Rights Act of 1964 has two key provisions that are the basis of environmental justice. Section 601 of Title VI states: “*No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*” Section 602 also empowers federal departments and agencies (such as the Department of Transportation and its various agencies) to promulgate rules and regulations that implement this provision.

Federal Guidance on Environmental Justice: In 1994, President Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which states, “*Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.*” The identification of low-income populations is an additional distinction to the provisions of the Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin only.

The U.S. Department of Transportation incorporated all these populations into its guidance on environmental justice. In particular, DOT directs its agencies to adhere to three environmental justice principles outlined by the Executive Order:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Furthermore, in addition to these directions required of all DOT agencies, in 1998 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), two agencies within DOT, jointly issued guidance specifying responsibilities for metropolitan planning processes, which includes MTC’s development of the region’s long-range transportation plan (other directives apply to activities carried out by state DOTs and public transit agencies). Under this FHWA/FTA guidance, MPOs must:

- Enhance analytical capabilities to ensure that the long-range transportation plan and transportation improvement program comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations, identify and address needs, and assure that benefits and burdens of transportation investments are fairly distributed.

- Improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

MTC carries out each of these directives by (a) continually gathering and analyzing regional demographic and travel data and refining its analytical capabilities; (b) supporting locally based needs assessments in low-income and minority communities through the Community Based Transportation Planning program, funding projects targeting low-income communities through the Lifeline Transportation Program, and conducting an equity analysis of each long-range Regional Transportation Plan (which this report summarizes); and (c) examining and refining the agency's public involvement process to ensure full and fair participation in decision-making. The 2013 TIP investment analysis is an expanded effort related to these directives.

FTA has issued proposed rulemaking on both Environmental Justice and Title VI principles with a request to review and submit comment by December 2, 2011. FHWA also issued new EJ guidance with a request to review and submit comment by January 20, 2012. The circulars have not been finalized.

MTC'S Environmental Justice Principles: As noted at the outset, in 2006, MTC adopted two Environmental Justice Principles advanced by its Minority Citizens Advisory Committee to serve as the environmental justice framework for the Commission's activities. They are:

1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.
2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

Appendix B: Definitions and Data Sources

Definitions

Minority

MTC uses the U.S. Census Bureau's definitions of different racial and ethnic populations to determine minority status among the Bay Area population. Minority persons are those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, some other race or multiple races, or Hispanic/Latino of any race. The "non-minority" population includes those persons who identify as white and not Hispanic or Latino. The white, non-Hispanic population is no longer a "majority" in the Bay Area, but at 46% of the region's population it remains the largest racial/ethnic group in terms of total population share.

Low-Income

Defining individuals, households, populations, or communities as "low-income" is challenging. A person or a household can be "low-income" in the sense that they do not earn enough money to meet a basic standard of living, or they can be "low-income" in relation to other people or households that earn more money. Either determination is subjective to some extent, which makes it more difficult to characterize the low-income population as a whole than, for example, the minority population. In this report, two different definitions of "low-income" are used. While they are not strictly equivalent, they both represent roughly the lowest 20 to 25% of the region's population/households in terms of income.

Persons living below 200% of the Federal Poverty Level

This definition is used in the poverty-concentration threshold to identify "communities of concern," where at least 30% of residents have incomes below 200% of the federal poverty level. The population this definition represents is based on an *individual-level* determination of poverty status in relation to family income, family size, and a basic standard of living defined by the Census Bureau each year. As a reference, for a single-person household 200% of the poverty level in 2007 was \$21,180. For a two-adult, two-child household, the 200% threshold was \$42,054.

Households with Incomes Below \$50,000

Due to limitations of data available, for this analysis low-income households are defined as those with an income less than \$50,000. This is roughly equivalent but slightly higher than 200 percent of the federal poverty level as noted previously.

Communities of Concern

In October 2011, MTC's Planning Committee approved an updated definition of Communities of Concern (CoC) for use in Plan Bay Area to include communities that are characterized as having 4 or more factors listed below, or that have concentrations of both low-income and minority populations that are equal to or exceed the proposed threshold. This approach produces a community-of-concern definition that is much more targeted than the definition used in the 2011 TIP analysis.

Disadvantage Factor	% of Regional Population¹	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters ²	10%	15%

¹Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.

²Defined as the share of housing units occupied by renters paying more than 50% of income for rent.

Road Miles used in Access Based Analysis

In the access-based methodology, the mileage information used was based on GIS data that used centerline miles for most local streets and directional miles for roads that are classified as major arterials and above.

Data Sources

This section describes the various data sources used to perform the 2013 TIP Investment Analysis.

American Community Survey

The American Community Survey (ACS) is a newer Census Bureau data product, which replaces the “long form” questionnaire used in previous decennial Censuses to sample household socioeconomic characteristics. Whereas the decennial Census long-form data was previously released once every 10 years, the American Community Survey data is an ongoing survey, updated annually. Currently, data is available for larger geographic areas of more than 65,000 population, including 2005, 2006, and 2007 data for all nine Bay Area counties and the region as a whole. The five-year accumulation of ACS data for 2005–2009 at the census tract and block group level was used in the analysis.

Bay Area Travel Survey (BATS)

The Bay Area Travel Survey is MTC’s periodic regional household travel survey, the most recent of which was conducted in 2000. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a two-day period for more than 15,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household characteristics.

MTC Transit Passenger Demographic Survey

In 2006 MTC conducted a comprehensive survey of all Bay Area transit operators to collect consistent demographic and socioeconomic data for all the region's transit riders. Data collected included race/ethnicity, age, fare payment information, household income, and vehicle availability. Results for this survey were used in the financial analysis of RTP investments to determine transit-spending benefits to low-income households based on these households' share of transit use in the region.

Appendix C: Maps

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Alameda County TIP Projects

- 1 San Francisco-Oakland Bay Bridge
- 2 BART - Warm Springs Extension
- 3 BART Oakland Airport Connector
- 4 Outer Harbor Intermodal Terminals (OHIT)
- 5 7th Street Grade Separation and Roadway Improvement
- 6 Enhanced Bus - Telegraph/Intl/East 14th
- 7 I-680 Sunol Grade - Alameda SB HOV Final Phase
- 8 I-880 Fifth Avenue Bridge Retrofit/Replacement
- 9 I-580 (TriValley) Corridor - EB HOV/HOT Lanes
- 10 I-880 High Street Bridge Retrofit/Replacement
- 11 I-580 (TriValley) Corridor - WB HOV & Connectors
- 12 SFOBB Gateway Park
- 13 I-880/SR92 Interchange Reconstruction
- 14 I-880/SR 262 I/C and HOV lanes
- 15 SR 84 Expressway Widening
- 16 I-880 SB HOV Lanes - Marina Blvd to Hegenberger
- 17 I-238 Widening
- 18 East-West Connector in Fremont & Union City
- 19 I-880 North Safety Improvements
- 20 Route 238 Corridor Improvement
- 21 I-80 Integrated Corridor Mobility Project
- 22 Union City Intermodal Station Infrastructure
- 23 Hayward Shop and Yard Expansion
- 24 Eastbound Truck Climbing Lane
- 25 Oakland Waterfront Bay Trail
- 26 Rt 92/Clawiter/Whitesell Interchange Improvements
- 27 I-680 Sunol Grade NB HOV Lane
- 28 I-880/Industrial Parkway West Interchange
- 29 I-880 NB and SB Auxiliary lanes
- 30 I-580 HOT Corridor Project
- 31 Alameda: Vasco Road Safety Improvements
- 32 I-880/Broadway-Jackson Interchange
- 33 I-880/Marina Blvd Interchange and Overcrossing Rep
- 34 I-680 SMART Carpool Lane
- 35 I-880 Auxiliary lanes at Industrial Parkway
- 36 Tinker Avenue Reconfiguration
- 37 East Bay Green Transportation Initiative
- 38 42nd Ave. & High St. I-880 Access Improv.
- 39 ACE Track Improvements.
- 40 I-580/Vasco Road Interchange Modification
- 41 I-680/Bernal Avenue interchange improvements
- 42 AC Transit: Line 51 Corridor
- 43 Shore Power Initiative
- 44 Satellite Bus Operating Facility Expan. Ph. 1 & 2
- 45 North Canyons Parkway Widening

-  = Road projects with funds in the four-year TIP period
-  = Transit projects with funds in the four-year TIP period
-  = Road projects with no funds in the four-year TIP period
-  = Transit projects with no funds in the four-year TIP period

NOTE:

- 71% of the 2013 TIP projects are mapped.

- Some projects in the 2013 TIP have no funds in the four-year TIP period.

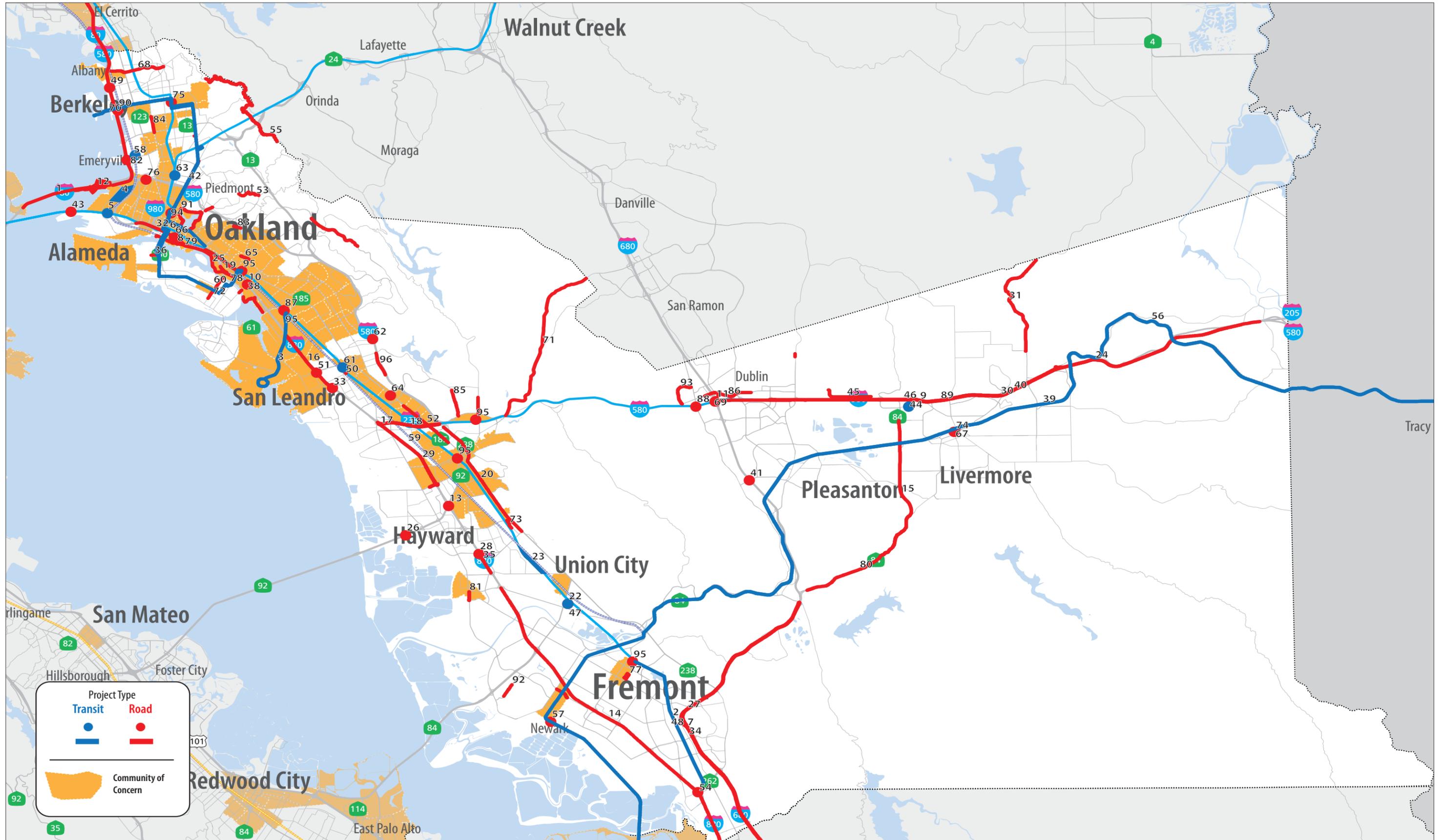
- All the maps are available at:
www.mtc.ca.gov/funding/tip/2013/maps/

- 46 I-580 (TriValley) Right of Way Preservation
- 47 Union City BART East Plaza Enhancements
- 48 I-680 Sunol Grade SouthBound HOV Lanes - SCL Final
- 49 I-80 Gilman Interchange Reconfiguration
- 50 San Leandro Downtown-BART Pedestrian Interface
- 51 I-880/SR 112 Overcrossing Replacement
- 52 E. 14th St/Mission Blvd Streetscape Improvements
- 53 Hampton Rd Streetscape Improvements
- 54 AB3090 Replacement Project 880/Mission Landscape
- 55 Various Streets Resurfacing and Bikeway Facilities
- 56 ACE Signal System Rehabilitation
- 57 Central Avenue Railroad Overpass at UPRR
- 58 Emeryville Intermodal Transfer Station: Phase 1
- 59 I-238 Widening Replacement Planting
- 60 Estuary Bridges Seismic Retrofit and Repairs
- 61 San Leandro BART - Transit Access Improvements
- 62 I-580 / Foothill Road interchange improvements
- 63 MacArthur BART Plaza Remodel
- 64 SR 185- E. 14th St/ Hesperian Blvd/150th Ave
- 65 Oakland Foothill Blvd Streetscape
- 66 I-880 SB Auxiliary Lane at Oak Street
- 67 Livermore Village Plaza & Infrastructure
- 68 Albany - Buchanan Bicycle and Pedestrian Path
- 69 Alamo Canal Regional Trail, I-580 Undercrossing
- 70 Berkeley Bay Trail Extension - Segment One
- 71 Crow Canyon Safety Improvements
- 72 City of Alameda - Park St Streetscape
- 73 South Hayward BART Area/Dixon Street Streetscape
- 74 Iron Horse Trail Extension in Downtown Livermore
- 75 Downtown Berkeley BART Plaza/Transit Area Imps.

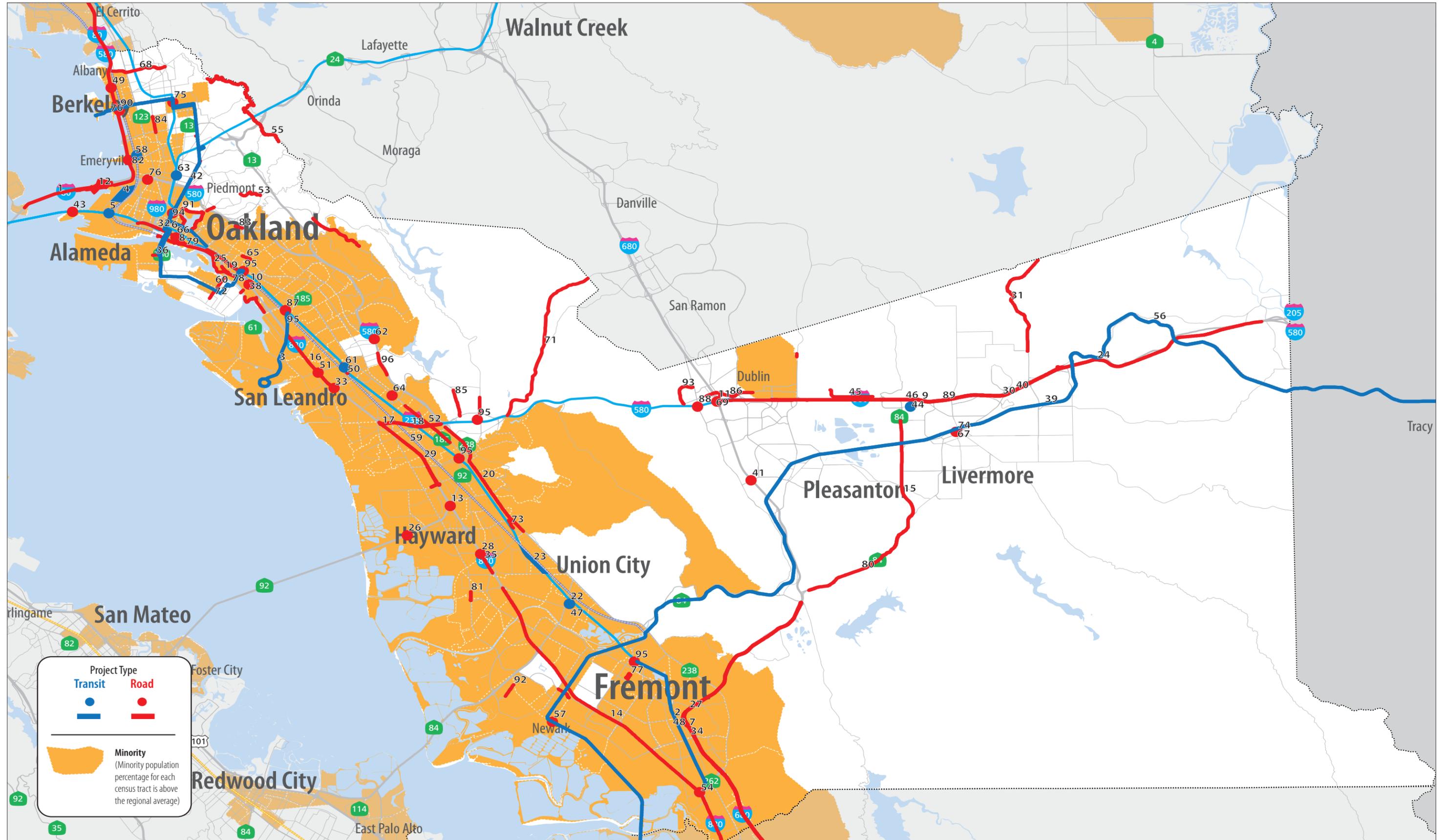
Alameda County TIP Projects (*continued*)

- 76 I-580 Oakland Horton/Hollis St. Widening
- 77 Fremont CBD/Midtown Streetscape
- 78 Fruitvale Avenue Roadway Bridge Seismic Retrofit
- 79 Oakland Bay Trail to Lake Merritt Bike/Ped Bridge
- 80 PSR: SR 84 Widening from Pigeon Pass to I-680
- 81 Union City Blvd Corridor Bicycle Imp, Phase 1
- 82 I-80 Eastbound Off-ramp Widening at Powell Street
- 83 I-580 Oakland 14th to Ardley Noise Barriers
- 84 Berkeley - Sacramento St Rehab - Dwight to Ashby
- 85 Alameda Co - Central Unincorporated Pavement Rehab
- 86 West Dublin BART Golden Gate Drive Streetscape
- 87 Oakland Coliseum TOD
- 88 Pleasanton - Foothill/I-580 IC Bike/Ped Facilities
- 89 I-580 WB Auxiliary Lane, First to Isabel
- 90 Berkeley Bike/Ped Overcrossing Site Access Imps
- 91 Lake Merritt Improvement Project
- 92 Newark - Cedar Blvd and Jarvis Ave Pavement Rehab
- 93 Dublin Citywide Street Resurfacing
- 94 Oakland 19th Street Uptown Bike Station
- 95 BART Station Electronic Bike Lockers, Ph. 2
- 96 I-580 Landscaping in the City of San Leandro

Alameda County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Alameda County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Contra Costa County TIP Projects

- 1 SR 4 East Widening from Somersville to SR 160
- 2 E-BART - East Contra Costa Rail Extension
- 3 SR 24 - Caldecott Tunnel 4th Bore
- 4 I-680 / SR 4 I/C Reconstruction - Phases 1-5
- 5 I-680 HOV Direct Ramps
- 6 I-680 SB HOV Lane Gap Closure
- 7 I-680 South Contra Costa Roadway Rehabilitation
- 8 I-80/San Pablo Dam Rd I/C Modifications
- 9 SR4 /SR160 Interchange and Connectors
- 10 Widen Dougherty Road to 6 lanes from Red Willow
- 11 SR4 Bypass: Balfour Interchange
- 12 I-680 NB HOV Lane Extension
- 13 Construct new interchange at Route 4/Phillips Lane
- 14 Marina Bay Parkway Grade Separation
- 15 I-680 Auxiliary Lanes
- 16 James Donlon Extension (Buchanan Rd Bypass)
- 17 SR4/Willow Pass Interchange Improvements
- 18 Contra Costa County Vasco Road Safety Improvements
- 19 SR 242 / Clayton Road Interchange Improvements
- 20 Hercules Intercity Rail Station
- 21 Richmond BART Parking Structure
- 22 Double rail track btw Oakley & Port Chicago
- 23 N. Richmond Truck Route
- 24 SR4 Bypass: Sand Creek Interchange
- 25 Richmond Ferry Service
- 26 Bollinger Canyon Road Widening (Alcosta to SRVB)
- 27 I-80/Central Ave Interchange Modification
- 28 SR4/Willow Avenue Ramps
- 29 SR4 Bypass: Laurel Rd to Sand Creek Ph II
- 30 Kirker Pass Road Truck Climbing Lanes
- 31 Richmond Prkwy Transit Center Parking
- 32 Lone Tree Way Undercrossing
- 33 Brentwood Boulevard North (Phases II & III)
- 34 SR4 Bypass: Laurel Rd to Sand Creek
- 35 East Side Improvements Richmond Intermodal Station
- 36 California Avenue Widening
- 37 Lone Tree Way Widening
- 38 Antioch - Wilbur Ave Bridge Widening
- 39 Pacheco Blvd Widening and Realignment
- 40 Construct Phase 2 of Hercules Intermodal Station
- 41 Widen Main Street to 6 lanes from State Route 160
- 42 SR4 Bypass: Sand Creek to Balfour Rd
- 43 Martinez Intermodal Station Parking Expansion
- 44 West Leland Extension, Phase II
- 45 Buskirk Avenue Widening

-  = Road projects with funds in the four-year TIP period
-  = Transit projects with funds in the four-year TIP period
-  = Road projects with no funds in the four-year TIP period
-  = Transit projects with no funds in the four-year TIP period

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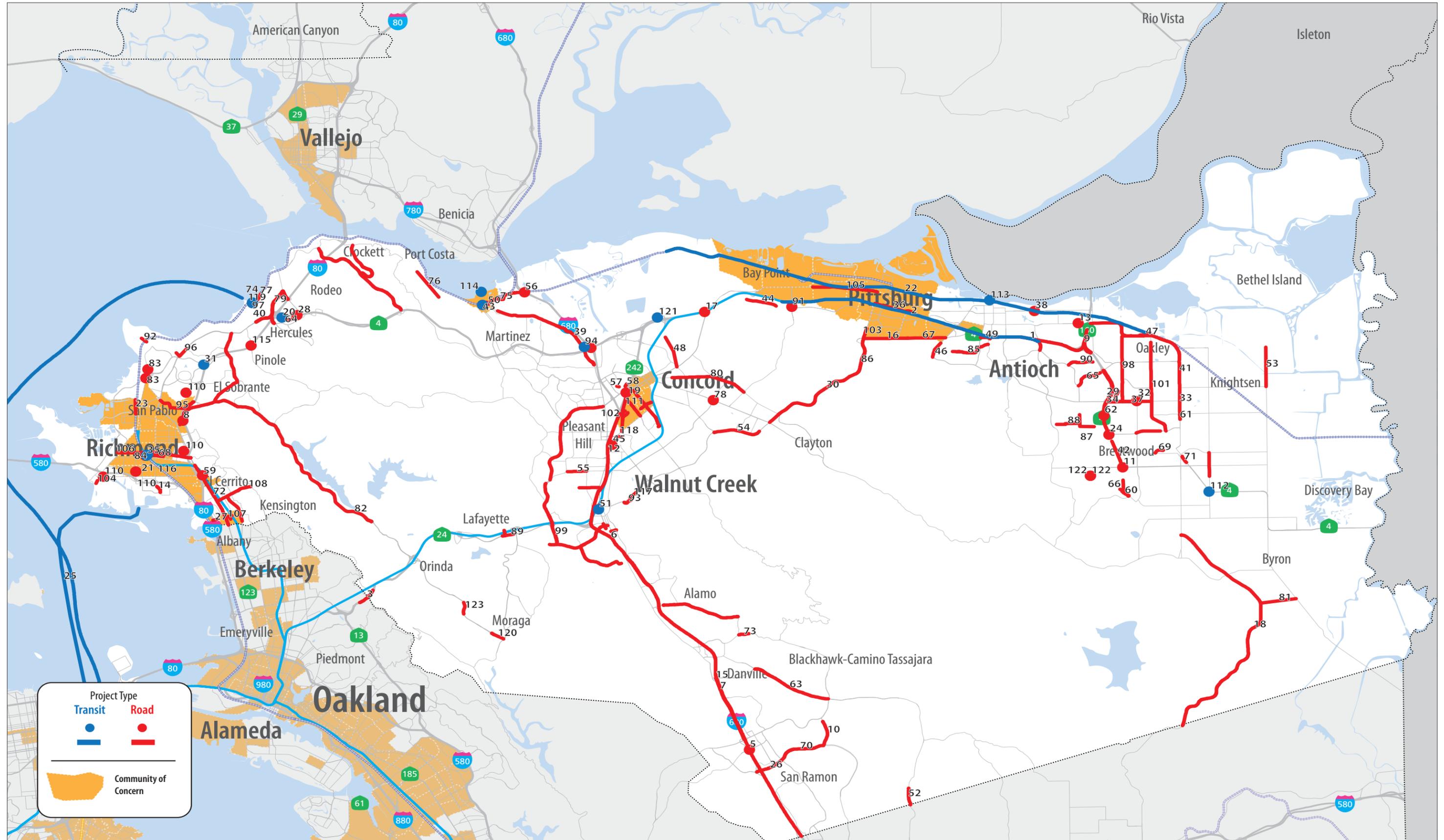
- All the maps are available at:
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- 46 Somersville Road Widening
- 47 SR4 Realignment in Oakley
- 48 Panoramic Drive Extension
- 49 Fitzuren Road Widening & Realignment
- 50 Court Street Overcrossing, Phase 1
- 51 Walnut Creek BART TOD Access Improvements
- 52 Camino Tassajara Safety Improvement Windemere Pkwy
- 53 Byron Hwy Extension
- 54 Ygnacio Valley/Kirker Pass Roads Widening
- 55 Geary Rd Widening Ph. 3
- 56 I-680/Marina Vista I/C Improvements
- 57 Commerce Avenue Extension
- 58 Waterworld Parkway Bridge
- 59 Del Norte Area TOD
- 60 John Muir Parkway Extension: Ph. II
- 61 SR4/Brentwood Boulevard Widening - North (Phase I)
- 62 Mokelumne Trail Bike/Ped Overcrossing
- 63 Crow Canyon/Camino Tassajara Intersection Imp.
- 64 Hercules New Town Center Complete Street
- 65 Laurel Road Extension
- 66 John Muir Parkway Extension (Phase I)
- 67 Pittsburg-Antioch Highway Widening
- 68 Richmond Nevin Avenue Streetscape
- 69 Central Blvd Widening (Phase II)
- 70 Widen and extend Bollinger Canyon Road to 6 lanes
- 71 SR4 (Brentwood Boulevard) Widening (South)
- 72 San Pablo Avenue Streetscape
- 73 Diablo Rd Improve, Green Valley to Avenida Neuva
- 74 Refugio Bridge - Bike, Ped & Vehicle Connectivity
- 75 Martinez - Marina Vista Streetscape

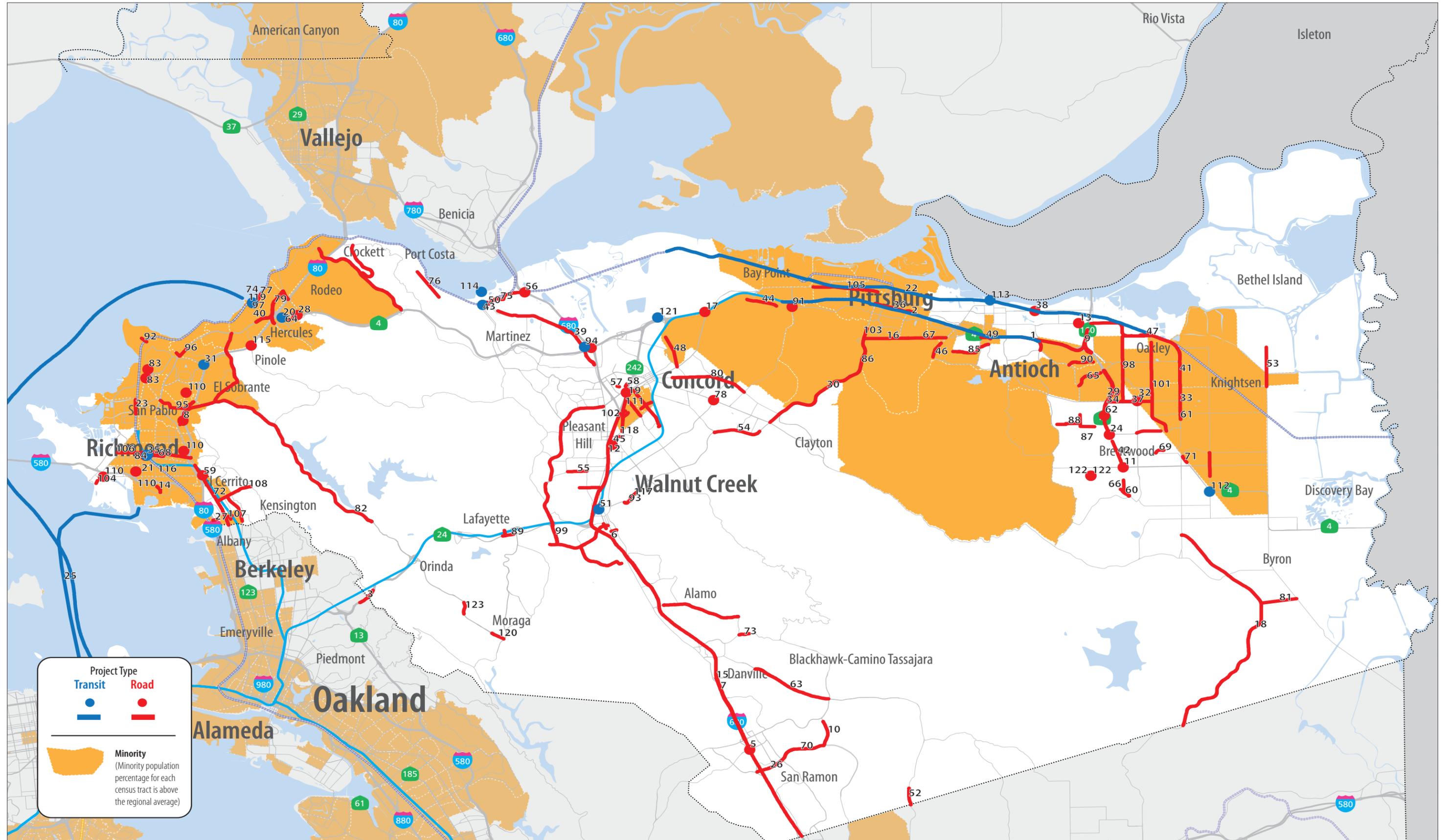
Contra Costa County TIP Projects *(continued)*

- 76 Carquinez Scenic Drive, SF Bay Trail Segment
- 77 Hercules (Bio-Rad) Bay Trail
- 78 Improve Clayton Road/Treat Boulevard intersection
- 79 Central Hercules Arterial Improvements
- 80 Concord Blvd Pavement Rehabilitation
- 81 Byron Highway - Vasco Road Connection
- 82 Contra Costa Countywide Micro Surface Treatment
- 83 Griffin Drive Railroad At-Grade Crossing
- 84 CRichmond Nevin Ave Bike/Ped Imp & Streetscape
- 85 CAntioch Various Streets Pavement Rehab
- 86 CKirker Pass Road Overlay
- 87 Hillcrest Ave Extension
- 88 Sand Creek Road Extension
- 89 CLafayette Downtown Bike/Ped Imp & Streetscape
- 90 Wild Horse Road Extension
- 91 CBailey Road Transit Access Improvement
- 92 CAtlas Road Bridge
- 93 CWalnut Creek Various Arterials & Collectors Rehab
- 94 Pacheco Transit Hub
- 95 El Portal Drive Rehabilitation / Gateway Phases II
- 96 CMontalvin Manor Ped & Transit Access Improvements
- 97 Hercules Intermodal Station Improvements
- 98 Empire Road Widening
- 99 CLafayette - Pleasant Hill Road South Bike/Ped Imps
- 100 Slatten Ranch Road
- 101 Brentwood 2012 Pavement Management Program
- 102 Monument Corridor Pedestrian and Bikeway Network I
- 103 Pittsburg Railroad Avenue Pavement Rehab
- 104 Dornan Drive/Garrard Blvd Tunnel Rehabilitation
- 105 Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks
- 106 Richmond Transit Village Transit & Ped Improv.
- 107 El Cerrito Central Ave & Liberty St Streetscape
- 108 El Cerrito Moeser Ln and Ashbury Ped and Bike Lane
- 109 Hercules Ferry Service
- 110 SR25 - Nystrom, Coronado, Highland, Wilson & Wash.
- 111 Concord Monument Corridor Shared Use Trail
- 112 Tri Delta Transit Park and Ride Lots
- 113 Antioch Ferry Service
- 114 Martinez Ferry Service
- 115 Widen Pinole Valley Road ramps at I-80
- 116 Richmond Barrett Avenue Bicycle Lanes
- 117 Ygnacio Valley Road Ped/Bike Trail Phase 2
- 118 Lisa Lane Sidewalk Project
- 119 Hercules - San Pablo Ave. Pavement Rehabilitation
- 120 Moraga Way Streetscape Improvements
- 121 CCCTA: Maintenance Facility Rehabilitation
- 122 Brentwood school area improvements
- 123 Moraga Way Pedestrian Pathway

Contra Costa County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Contra Costa County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Marin County TIP Projects

- 1 US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)
- 2 Golden Gate Bridge Seismic Retrofit, Ph: 1-3A
- 3 Golden Gate Bridge Seismic Retrofit, Phase 3B
- 4 US 101 / Greenbrae Interchange Corridor Impts.
- 5 Golden Gate Bridge - Suicide Deterrent System
- 6 Ferry channel & berth dredging.
- 7 I-580 WB to US 101 NB Aux Lanes
- 8 Central Marin Ferry Access Improvements
- 9 Novato Boulevard Improvements, Diablo to Grant
- 10 Mill Valley - Miller Avenue Rehabilitation
- 11 San Anselmo - Center Blvd Bridge Replcmnt(27C0079)
- 12 Highway 101 Landscaping for Gap Closure Project
- 13 Stinson Beach Access Road
- 14 Marin county: Bus Stop Improvements
- 15 Larkspur Ferry Terminal Parking Improvements
- 16 San Rafael: Sidewalk along East Francisco Blvd
- 17 San Rafael Citywide Street Resurfacing
- 18 Novato Boulevard Resurfacing
- 19 Marinwood, Greenbrae, Strawberry & Marin City Imps
- 20 Tennessee Valley Bridge
- 21 Marin Bike/Ped Facility North of Atherton Ave.
- 22 US 101 - Golden Gate Botanical Area Revegetation
- 23 Strawberry Point School Pedestrian Imps
- 24 Sir Francis Drake Boulevard Westbound Bike Lane
- 25 Venetia Valley School SR2S Improvements
- 26 Sycamore Avenue Improvements
- 27 Miller Creek Road Bike Lanes and Ped Improvements
- 28 San Rafael Transit Center Improvements
- 29 Mill Valley - Edgwood Avenue Resurfacing
- 30 Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps

-  = Road projects with funds in the four-year TIP period
-  = Transit projects with funds in the four-year TIP period
-  = Road projects with no funds in the four-year TIP period
-  = Transit projects with no funds in the four-year TIP period

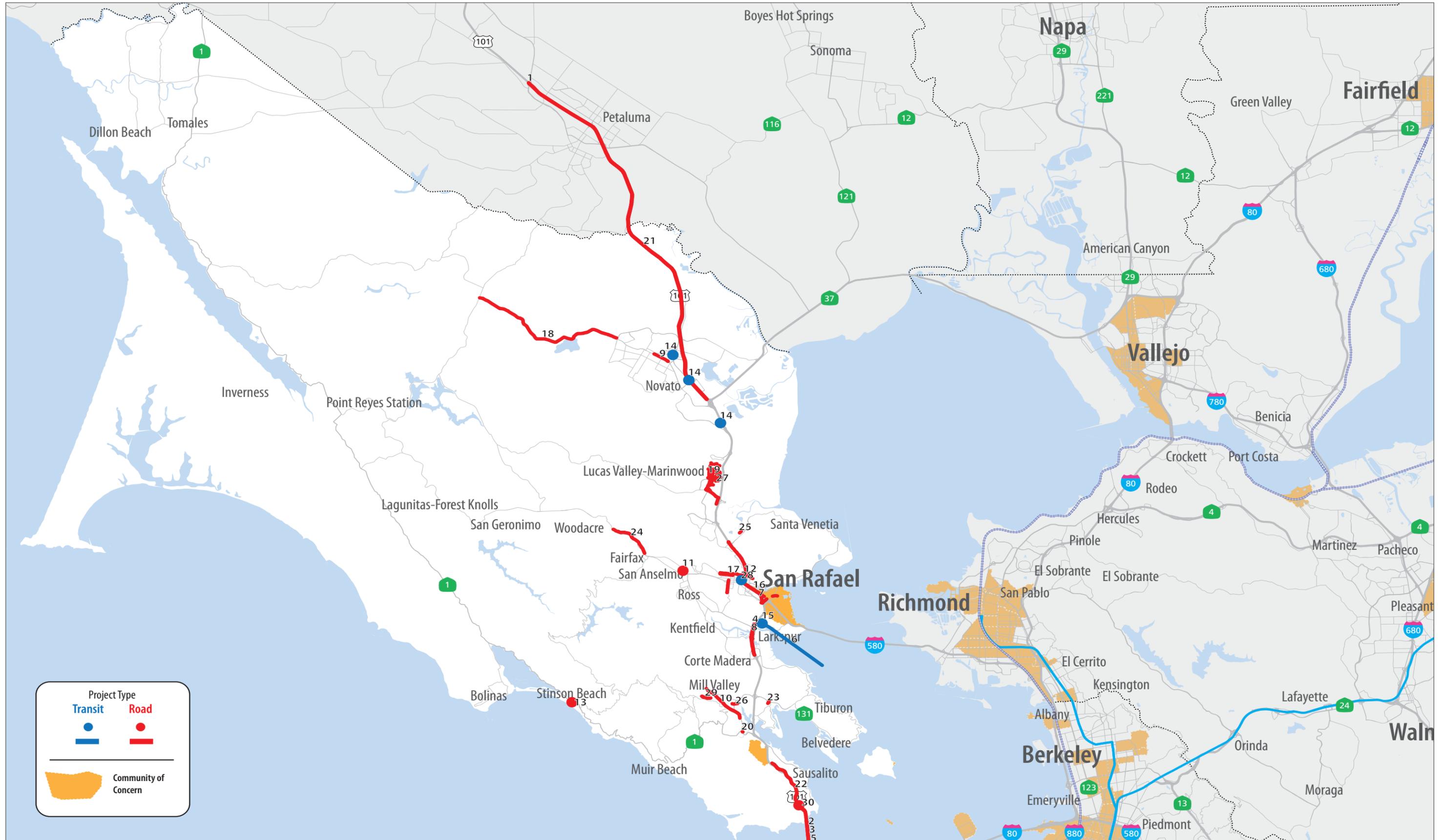
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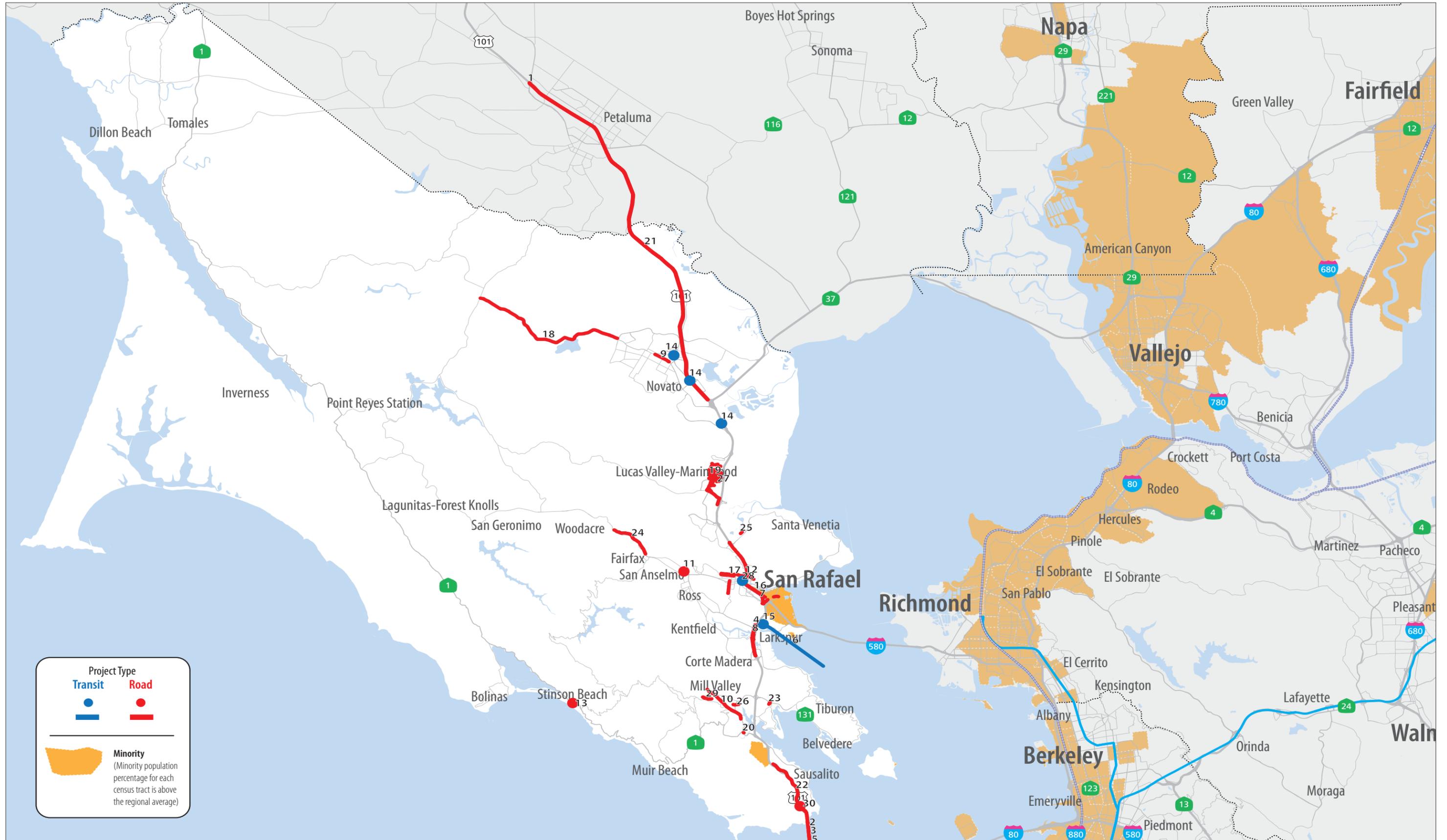
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Marin County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Marin County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Project Type

Transit (Blue line and circle)
Road (Red line and circle)

Minority
(Minority population percentage for each census tract is above the regional average)

Napa County TIP Projects

- 1 SR 12 (Jamieson Canyon Road) Widening
- 2 SR 12/29/221 Soscol Junction Interchange Study
- 3 Silverado Trail Phase G and H Rehab
- 4 Design of SR 12/29 Grade Separation
- 5 Napa County Road Rehab. Various Streets
- 6 Wetlands Edge Bay Trail Segment
- 7 Napa County: Silverado Trail Paving Phase F
- 8 Napa City - Linda Vista Pavement Overlay
- 9 Napa (City): 2011 Cape Seal Pavement Rehab
- 10 Browns Valley Roundabout
- 11 Napa City North/South Bike Connection
- 12 American Canyon - Napa Square Pavement Rehab.
- 13 American Canyon Napa Junction Elementary Ped Imps
- 14 American Canyon: Theresa Ave Sidewalk Imp Phase 3
- 15 Yountville - Napa County Bicycle Path Improvements
- 16 Napa: Lincoln Ave Bike Lane - Jefferson to Railroad
- 17 Napa County: Napa River/Bay Trail Segment 7 & 8

-  = Road projects with funds in the four-year TIP period
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-  = Road projects with no funds in the four-year TIP period
-  = Transit projects with no funds in the four-year TIP period

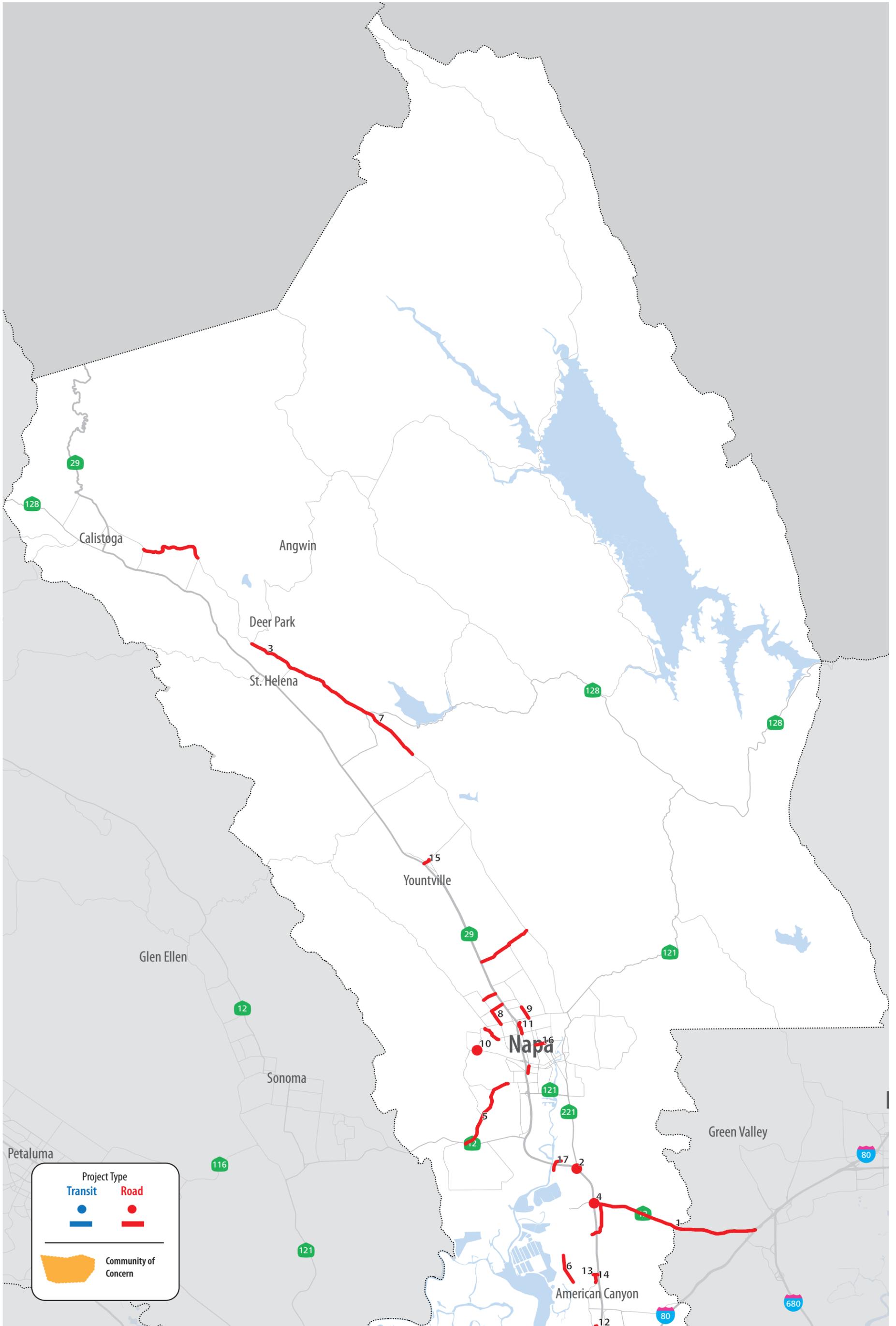
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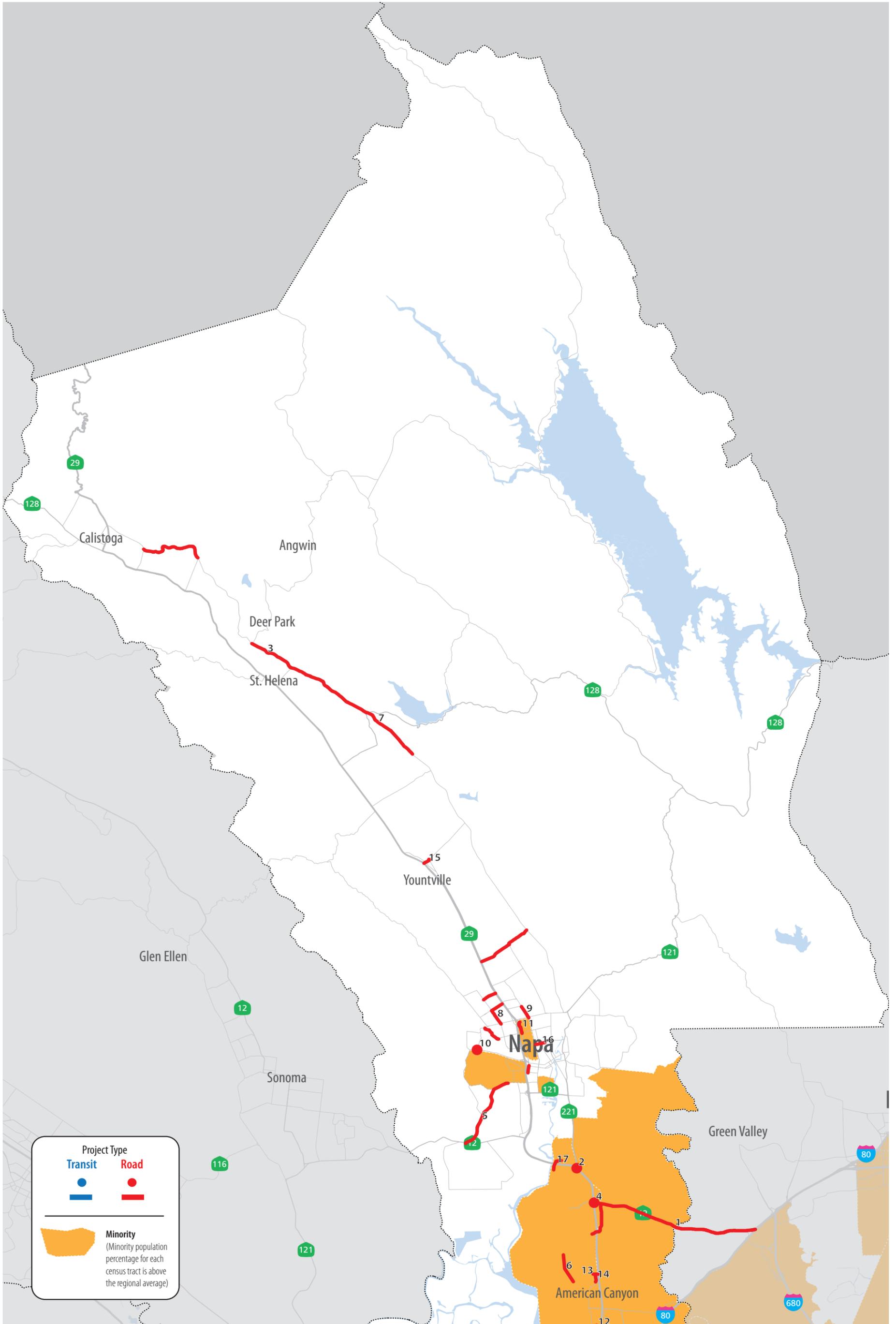
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Napa County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Napa County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Francisco County TIP Projects

- 1 Transbay Term/Caltrain Downtown Ext - Ph.1
- 2 SF Muni Third St LRT Phase 2 - New Central Subway
- 3 US 101 Doyle Drive Replacement
- 4 Caltrain Electrification
- 5 Transbay Terminal/Caltrain Downtown Ext: Ph. 2
- 6 Geary Bus Rapid Transit
- 7 Yerba Buena Island (YBI) Ramp Improvements
- 8 Bayview Transportation Improvements
- 9 Islais Creek Motor Coach Facility
- 10 Van Ness Bus Rapid Transit
- 11 Cable Car Traction Power & Guideway Rehab
- 12 Oakdale Caltrain Station
- 13 BRT-Ped-Bike Bridge over Yosemite Slough
- 14 Arterial from Harney Way & Jamestown Ave. to Crisp
- 15 SFGO-Corridor Management
- 16 Geneva-Harney BRT to Hunters Point - Geneva Portio
- 17 Mission Bay Residential Improvements Ph. II & III
- 18 Extended Trolleybus Service into Hunters Point
- 19 4th St Bridge Seismic Retrofit & Rehab
- 20 Mission Bay Biotech Cluster East Improvements
- 21 Golden Gate Bridge - Moveable Median Barrier
- 22 UCSF at Mission Bay Transportation Improvements
- 23 Geneva-Harney BRT to Hunters Point - Geneva Extn
- 24 Harney Way Roadway Improvements
- 25 Transit Center in Hunters Point
- 26 San Francisco Downtown Ferry Terminal
- 27 Great Highway Restoration
- 28 Phelan Loop Pedestrian and Street Beautification
- 29 SFMTA: Mission Mobility Maximization
- 30 Fishermans Wharf Ferry Terminal Improvements
- 31 I-280 and Mariposa Ramp Improvements
- 32 Transit Center in Candlestick Point
- 33 San Francisco - Folsom Streetscape
- 34 Embarcadero Corridor Transportation Improvements
- 35 San Francisco Market & Haight St. Transit/Ped Imps
- 36 Glen Park Intermodal Facility
- 37 SFMTA: N-Judah Mobility Maximization Project
- 38 Balboa Park Station Eastside Walkway Project
- 39 BART/MUNI Direct Connection Platform
- 40 24th Street/Mission BART Plaza Pedestrian Imps.
- 41 South of Market Alleyways Improvements, Phase 2
- 42 San Francisco - Broadway Streetscape
- 43 Historic Streetcar Extension to Fort Mason
- 44 SR 1 - 19th Avenue Median Improvements
- 45 San Francisco - Arelious Walker Stairway Imps.

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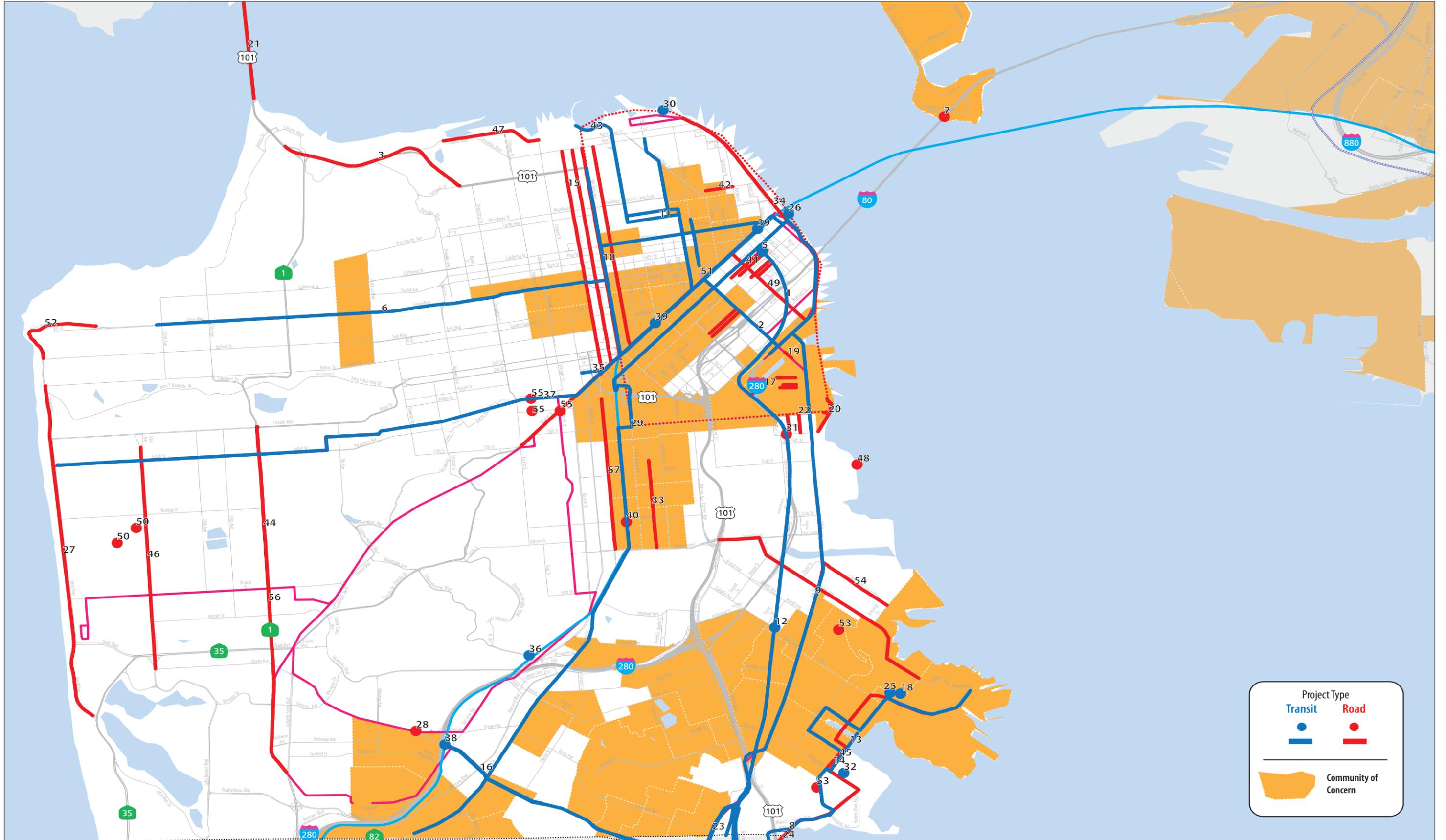
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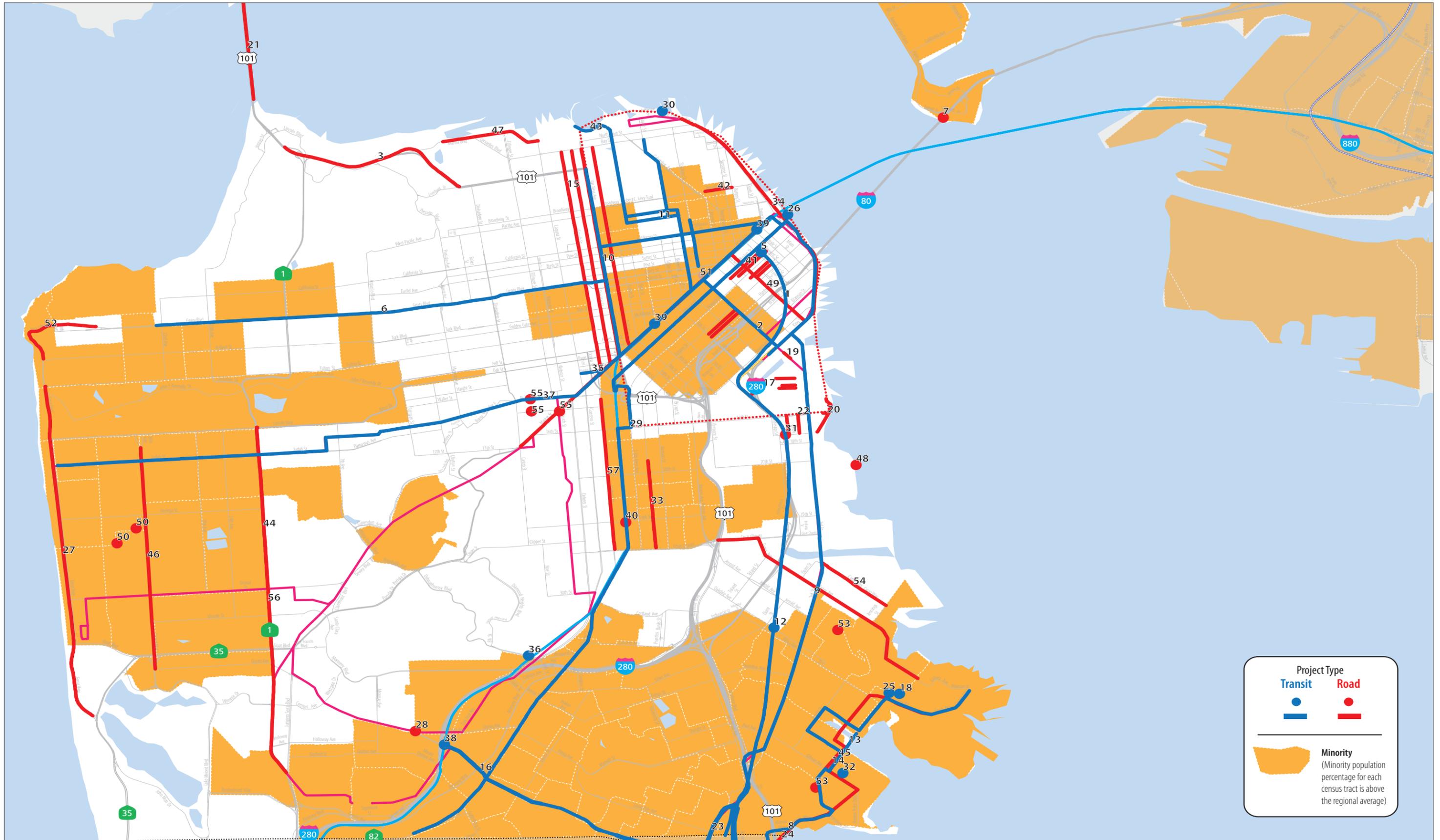
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- 46 Sunset Boulevard Ped Safety and Education
- 47 San Francisco - Marina Green Bicycle Trail Imps.
- 48 Pier 70 Shoreline Open Space Improvements
- 49 Second St Phase 1 - SFgo Signal Rehab and Upgrade
- 50 Sunset and AP Giannini SR2S Improvements
- 51 San Francisco Value Pricing and Regulation Study
- 52 San Francisco Point Lobos Streetscape
- 53 Hunters Pt Shipyard & Candlestick Pt Proj Roadways
- 54 San Francisco Cargo Way Bay Trail Bike Lanes
- 55 Church and Duboce Bike / Pedestrian Enhancements
- 56 SR 1 - 19th Avenue Streetscape Improvements
- 57 San Francisco Bicycle Parking

San Francisco County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



San Francisco County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Mateo County TIP Projects

- 1 SR 1 Devils Slide Bypass
- 2 Dumbarton Rail Service (PE and ROW only)
- 3 US 101 Auxiliary Lanes - 3rd to Millbrae
- 4 Caltrain Express: Phase 2
- 5 US 101 Auxiliary Lanes - Marsh Road to SCL County
- 6 US 101 / Broadway Interchange Improvement
- 7 Construct WB lane on Rte 92
- 8 US 101 / Woodside Interchange Improvement
- 9 US 101 Aux lanes from San Bruno Ave to Grand Ave
- 10 SR 1 - Fassler to West Port Drive Widening
- 11 Improve Rte 92 from SM Bridge to I-280
- 12 Dumbarton Bridge Seismic Retrofit
- 13 US 101 / Willow Road Interchange Reconstruction
- 14 Diridon Stn:Track/Signal/Term Rehab Upgrade
- 15 South SF Station Improvement Project
- 16 Improve US 101 operations near Rte 92
- 17 I-280/Route 1 interchange safety improvements
- 18 Tilton-Poplar Grade Separation
- 19 Utah Avenue (Produce Avenue) Overcrossing
- 20 Caltrain: Systemwide Security
- 21 WETA: Redwood City Ferry Service
- 22 US 101/Candlestick Interchange
- 23 US 101 Millbrae Ave Bike/Ped Bridge
- 24 Bay Rd Improvement Phase II & III
- 25 SR92/El Camino Real (SR82) Ramp Modifications
- 26 SR1 San Pedro Creek Bridge Replacement
- 27 US 101 Belmont Bike/Ped Bridge
- 28 SR 82-El Camino Real Signal Coordination
- 29 Route 1 improvements in Half Moon Bay
- 30 US 101 Aux lanes from Sierra Point to SF Cnty Line
- 31 SR 92 Shoulder Widening & Curve Correction
- 32 Blomquist Street Extension
- 33 Reconfiguration of San Carlos Transit Center
- 34 SR 82 - El Camino Real Grand Boulevard Initiative
- 35 US101/Holly Interchange modification
- 36 East Side Community Transit Connectivity Imprvmnts
- 37 Widen Woodside Rd from 4 to 6 lanes btw ECR and BW
- 38 SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I
- 39 State Route 92/Chess Drive - Ramp Widening Project
- 40 US 101 University Ave Overpass Bike/Ped Facility
- 41 San Mateo Co. Pavement Program
- 42 San Mateo Street Rehab of Various Fed. Aid Routes
- 43 Daly City Street Rehab Program
- 44 Daly City BART Station Improvements
- 45 Resurfacing of Pescadero Creek Road

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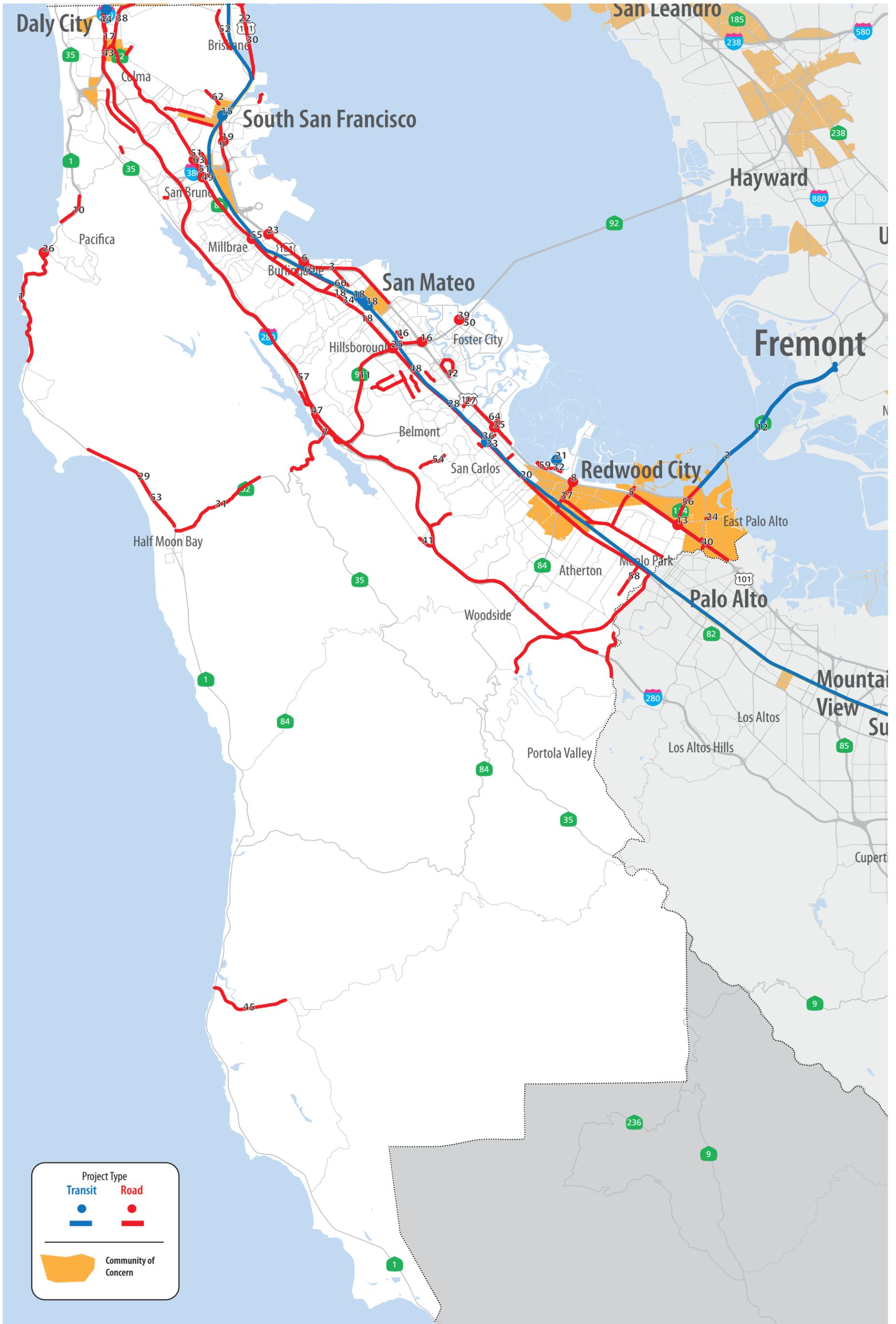
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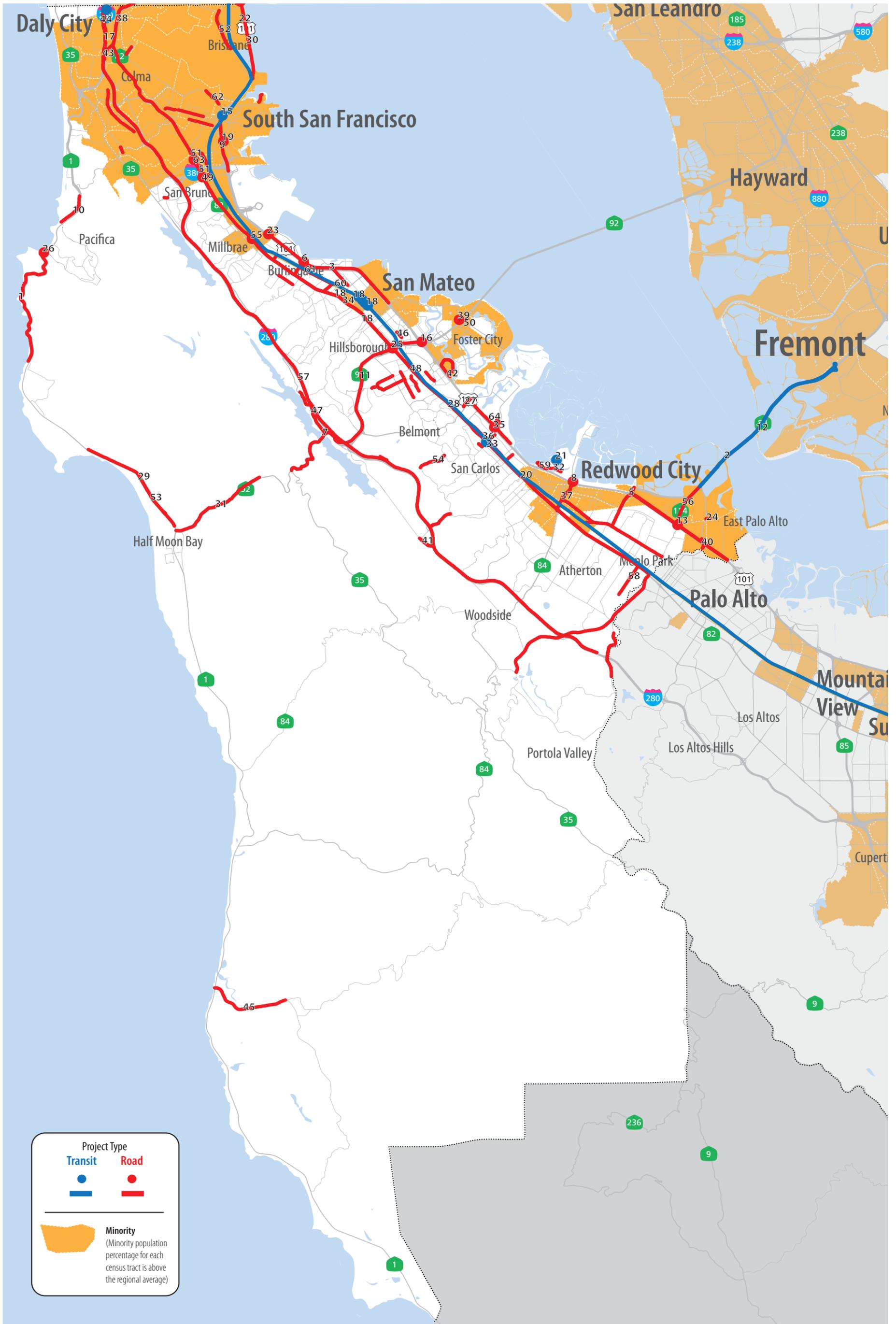
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- 46 Delaware Street Bike Lane and Streetscape
- 47 CSRT South of Dam Conversion
- 48 El Camino Real Phase I Improvement
- 49 SR 82 El Camino Real: Grand Boulevard Initiative
- 50 Triton Drive Widening
- 51 San Bruno Street Medians and Grand Blvd Imprvmnts
- 52 Bayshore Corridor North South Bikeway
- 53 Highway 1 Bicycle/Pedestrian Trail
- 54 San Carlos Pavement Rehab Program
- 55 El Camino Real & Victoria Ave Pedestrian Crossing
- 56 Dumbarton Bridge to US101 Connection Study
- 57 I-280 Wildlife Connectivity Research
- 58 Menlo Park 2010/11 Resurfacing of Federal Aid Rtes
- 59 Bair Island Bay Trail Improvements
- 60 Burlingame - Federal Grant Street Resurfacing
- 61 Burlingame Ave. and Broadway Districts Streetscape
- 62 South San Francisco: Regional Gap Closure Project
- 63 San Bruno Transit Corridor Ped Connection Imprvmnt
- 64 Skyway/Shoreway Bike Route Improvements

San Mateo County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



San Mateo County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Santa Clara County TIP Projects

- 1 BART - Berryessa to San Jose Extension
- 2 BART - Warm Springs to Berryessa Extension
- 3 San Jose International Airport People Mover
- 4 Capitol Expressway LRT Extension
- 5 SR 25/Santa Teresa Blvd/US 101 IC
- 6 El Camino Real Bus Rapid Transit
- 7 LRT Extension to Vasona Junction
- 8 I-880/I-280/Stevens Creek I/C Improvements
- 9 VTA: Stevens Creek Bus Rapid Transit
- 10 Santa Clara/Alum Rock Transit Improvement/BRT
- 11 US 101 Aux/HOV Lanes - SR 85 to SM County Line
- 12 I-880 Widening - SR237 to US101
- 13 Santa Clara County - US 101 Express Lanes
- 14 I-880 Coleman Avenue I/C Reconfiguration.
- 15 San Tomas Expressway Widening
- 16 US 101 / Tully Road Interchange Modifications
- 17 SR 85 Express Lanes
- 18 I-880/Montague Expressway interchange Improvements
- 19 SR-152/SR-156 Interchange Improvements.
- 20 Autumn Street Extension
- 21 Charcot Avenue Extension over I-880
- 22 US 101 SB Trimble Road/De La Cruz Boulevard/Centra
- 23 US 101 / Capitol-Yerba Buena I/C Modifications
- 24 Montague Expressway/Trimble interchange improvement
- 25 Widen Montague Expwy bet Trade Zone & Park Victori
- 26 Downtown Couplet Conversion Projects
- 27 US 101 / Mabury New Interchange
- 28 Butterfield Boulevard Extension from Tennant Avenue
- 29 I-280 Roadway Rehabilitation in San Jose
- 30 Central Expressway Auxiliary Lanes
- 31 San Tomas Expressway Box Culvert Rehabilitation
- 32 San Jose: Road Rehab and Ped. Facilities
- 33 US 101 / Blossom Hill I/C Reconst & Road Widening
- 34 SR 237 Express Lanes: I-880 to Mathilda Ave
- 35 Coyote Creek Trail
- 36 US 101/Montague Expressway Interchange
- 37 Widen Montague Exp between Lick Mill-Trade Zone
- 38 Lower Guadalupe River Trail
- 39 Coleman Avenue Widening from I-880 to Taylor Street
- 40 Almaden Expressway Ped. Bridge
- 41 New SR152 Alignment Study
- 42 Page Mill Road/I-280 Interchange Reconfiguration
- 43 Santa Clara Grade-Separated Pedestrian Crossing
- 44 San Jose 2012 Streets Resurfacing and Rehab
- 45 SR 87 Guadalupe Freeway Corridor Landscaping

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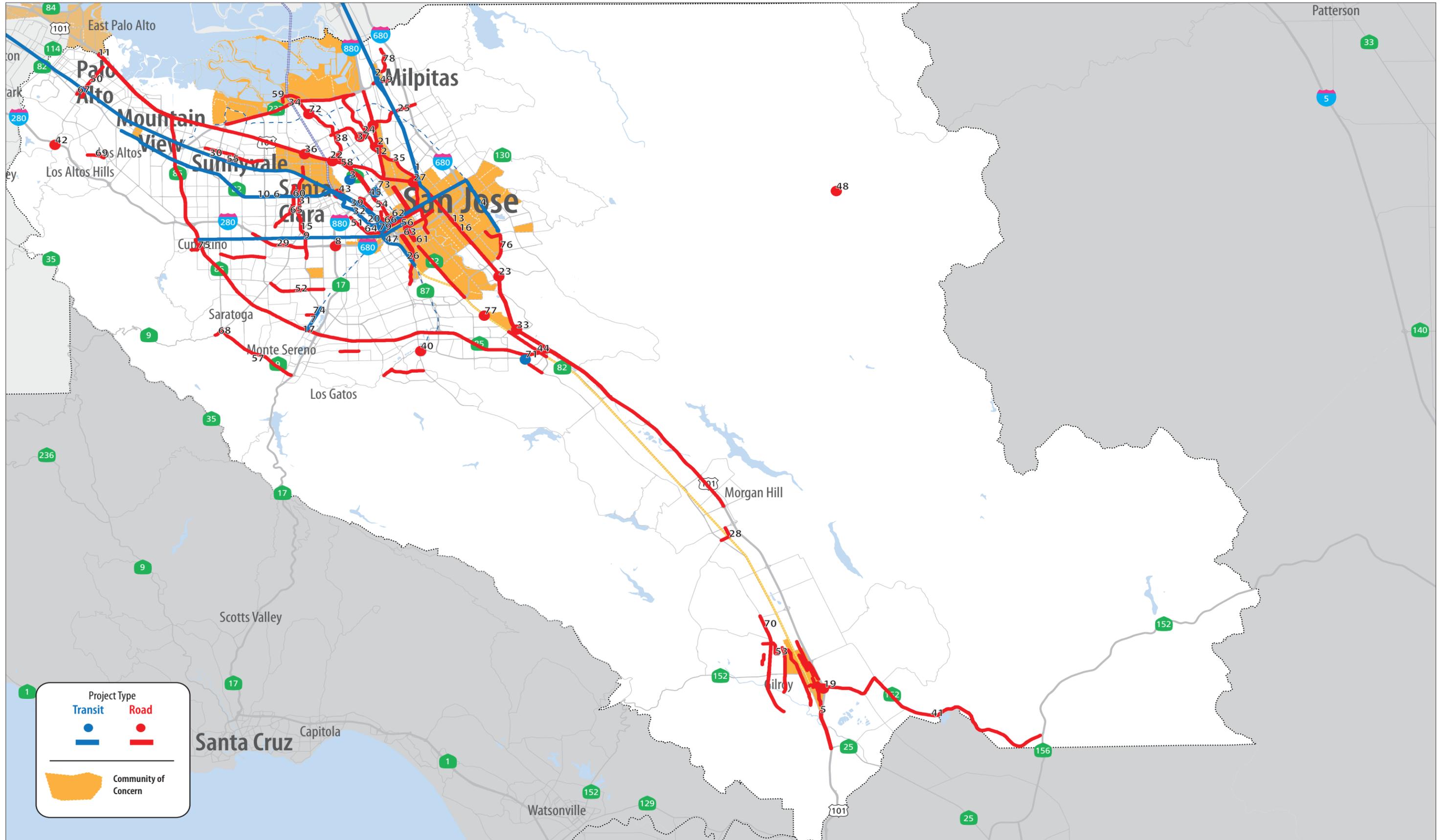
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- 46 Accessible Capital Enhancement
- 47 San Jose: Los Gatos Creek Reach 5 Bridge Crossings
- 48 Isabel Bridge (Bridge #37C0089) Replacement
- 49 SR 237 - Calaveras Blvd Widening
- 50 Oregon-Page Mill Expwy Improvements
- 51 San Jose: Alameda - A Plan for The Beautiful Way
- 52 Campbell Avenue Portals Bike/Ped Facilities
- 53 Gilroy New Ronan Channel and Lions Creek Trail
- 54 VTA: LRV Maintenance Shop Hoist
- 55 Hendy Ave Complete Street Improvements
- 56 San Jose - San Carlos Multimodal Phase 2
- 57 Highway 9 Safety Improvements
- 58 US 101 / SR 87-Trimble Road Landscaping
- 59 Bay Trail Reach 9
- 60 San Tomas Aquino Creek Spur Trail Imps
- 61 Innovative Bicycle Detection System
- 62 St. John Street Multi-Modal Improvements - Phase 1
- 63 San Carlos Multimodal Streetscape Improvements
- 64 Park Avenue Multi-Modal Improvements
- 65 San Tomas Aquino Creek Reach 4 New Trail
- 66 San Fernando Street Enhanced Bikeway & Ped Access
- 67 Palo Alto California Avenue Transit Hub
- 68 Saratoga Village Ped Enhancement Phase 2
- 69 Safe Routes to Los Altos Hills Schools
- 70 Gilroy School Crossings, Sidewalks & Bicycle Lanes
- 71 VTA: Update Santa Teresa Interlock Signal House
- 72 Lower Guadalupe River Trail-Tasman Drive Underpass
- 73 VTA: LRV Body Shop Dust Separation Wall
- 74 Hacienda Avenue Improvements
- 75 Cupertino Various Streets Rehabilitation

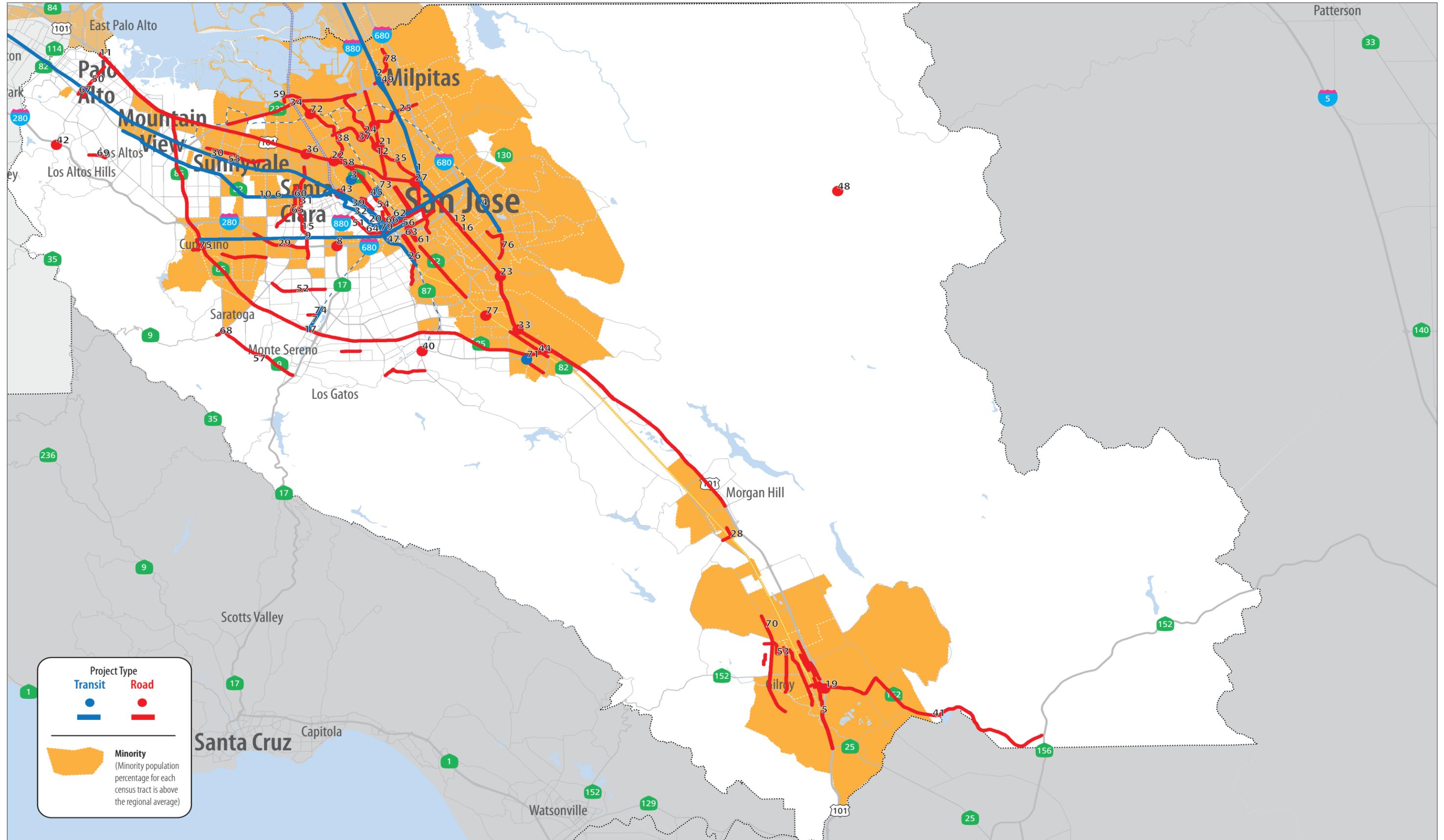
Santa Clara County TIP Projects *(continued)*

- 76 Santa Clara County: Expressways Pavement Rehab
- 77 Branham Ln/Monterey Hwy Grade Crossing Design
- 78 Escuela Parkway Pedestrian and Bicycle Enhancement
- 79 VTA: Diridon Tunnel Radio Replacement

Santa Clara County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Santa Clara County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Solano County TIP Projects

- 1 I-80 Express Lanes (Vacaville)
- 2 I-80/I-680/SR 12 Interchange Project
- 3 EB I-80 Cordelia Truck Scales Relocation Project
- 4 Vallejo Ferry Terminal (Intermodal Station)
- 5 Fairfield/Vacaville Intermodal Rail Station
- 6 Jepson: Vanden Road from Peabody to Leisure Town
- 7 I-80 HOV conversion to Express Lanes (Fairfield)
- 8 Jepson: Walters Rd Ext - Peabody Rd Widening
- 9 Vallejo Ferry Maintenance Facility
- 10 Vallejo Curtola Transit Center
- 11 Jepson: Leisure Town Road from Vanden to Elmira
- 12 Vacaville Intermodal Station - Phase 2
- 13 Jepson: Leisure Town Road from Elmira to Orange
- 14 Fairfield Transportation Center - Phase 3
- 15 West B. Street Bike/Pedestrian Undercrossing
- 16 I-80 / American Canyon Rd overpass Improvements
- 17 Suisun Valley Rd Bridge Replacement
- 18 I-80 Alamo Creek On-Ramp and Bridge Widening
- 19 Parkway Blvd/UPRR Grade Separation
- 20 Military/Southampton & Military/First Intermodal
- 21 Cordelia Hills Sky Valley
- 22 Travis AFB: South Gate Improvement Project
- 23 I-80/I-680 Aux Lanes Improvement Landscaping
- 24 Grizzly Island Trail - Phase 1
- 25 I-80 / Pedrick Road Interchange Modification
- 26 Redwood-Fairgrounds Dr Interchange Imps (Study)
- 27 I-505/Vaca Valley Off-Ramp and Intersection Imprv.
- 28 Benicia Indust. Park Multi-Modal Transit Area Plan
- 29 Ulatis Creek Bike Path - Ulatis to Leisure Town
- 30 SolTrans: Bus Maintenance Facility Renovation
- 31 Vacaville-Dixon Bicycle Route (Phase 5)
- 32 San Pablo Bay Entrance Rehabilitation
- 33 I-80/I-680 Mitigation Landscaping

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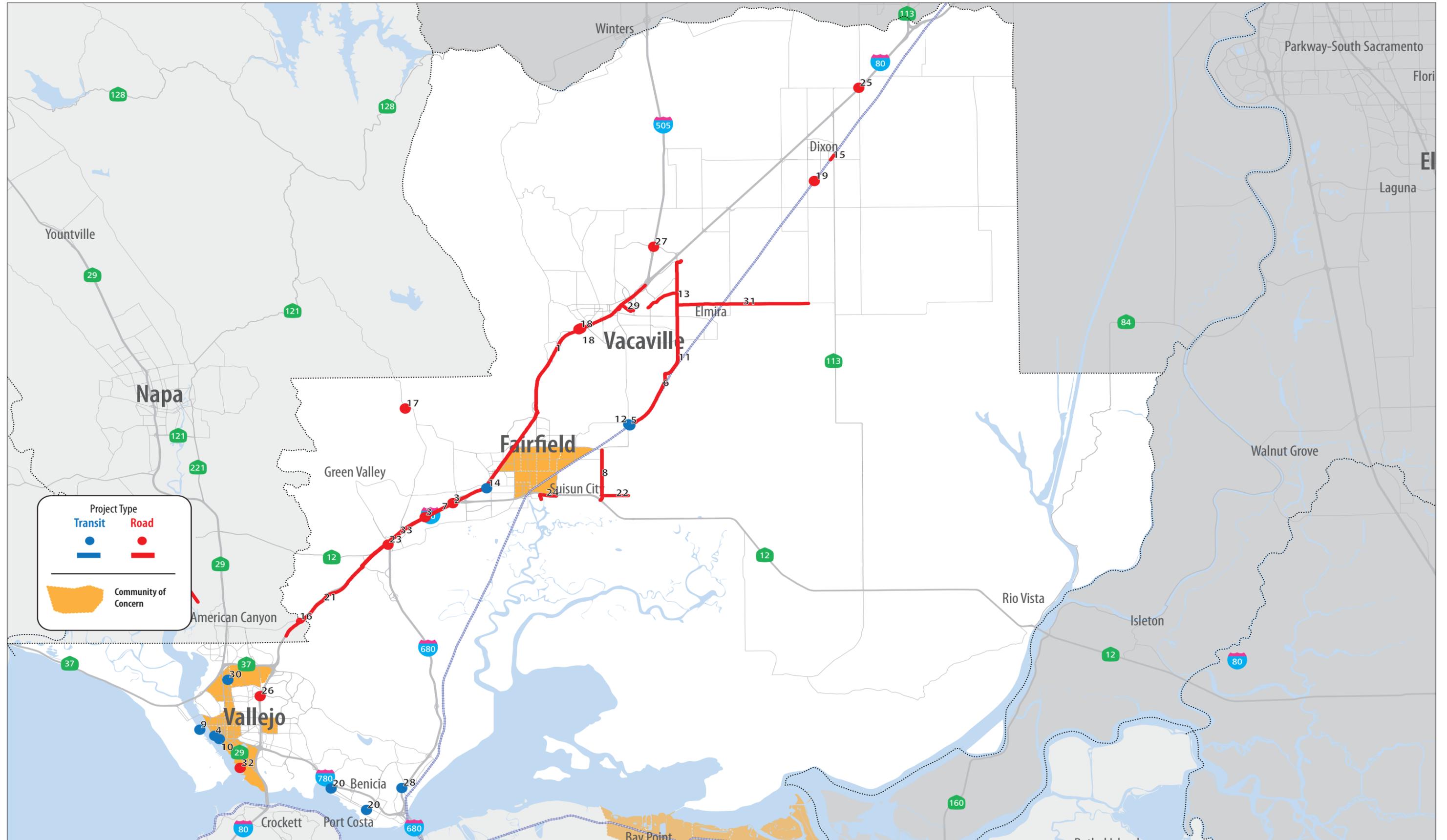
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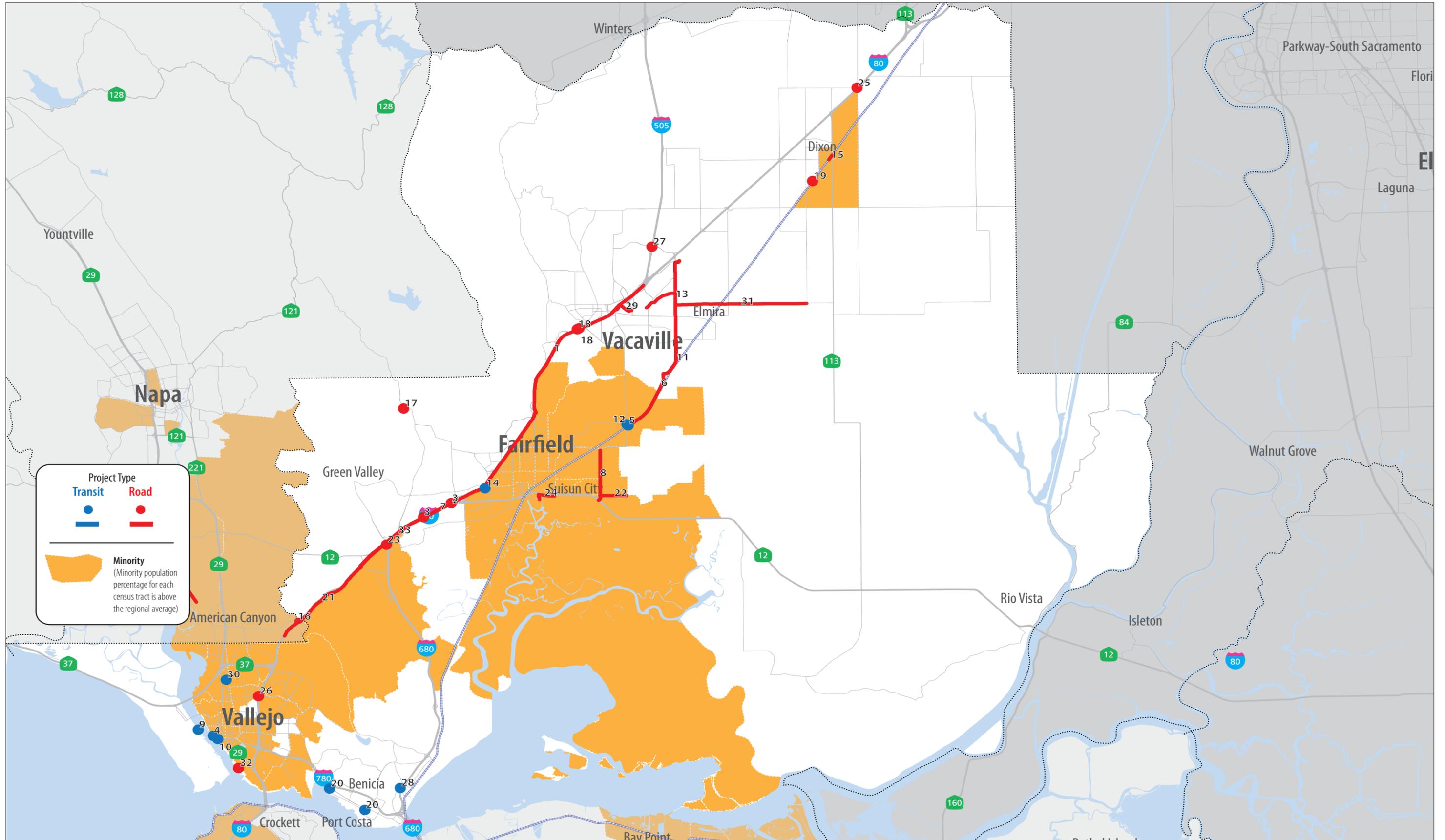
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Solano County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Solano County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Sonoma County TIP Projects

- 1 Sonoma Marin Area Rail Corridor
- 2 US 101 Marin/Sonoma Narrows (Sonoma)
- 3 Son 101 HOV - Redwood Hwy to Rohnert Park Expwy
- 4 Son 101 HOV - Steele Lane to Windsor (North)
- 5 Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av
- 6 US 101 Airport I/C (North B)
- 7 Improve U.S. 101/Old Redwood Highway interchange
- 8 Ferry Service to Port Sonoma
- 9 US 101/East Washington I/C Reconfiguration
- 10 Replace Geysers Road Bridge 20C0005
- 11 HWY 101 HOV Lane 12/Steele - Follow-up College Ave
- 12 Replace Chalk Hill Road Bridge 20C0242
- 13 Mark West Creek Bridge- 20C0246
- 14 Replace West Dry Creek Road Bridge 20C0407
- 15 Son 101 HOV - Santa Rosa Bike/Ped Beautification
- 16 BRIDGE NO. 20C0248, LAMBERT BRIDGE RD OVER DRY
- 17 Sonoma County 2010 Pavement Preservation Program
- 18 Son 101 HOV - SR 12 to Steele & Steele Lane I/C
- 19 2011/12 Asphalt Overlay Program
- 20 City of Cotati Train Depot
- 21 Replace Freestone Flat Road Bridge 20C0440
- 22 Healdsburg Foss Creek Bicycle/Ped Pathway
- 23 Replace Hauser Road Bridge 20C0240
- 24 Santa Rosa City Bus: Fast-fill CNG Fueling Station
- 25 Downtown Transit Mall Connectivity Improvements
- 26 Santa Rosa: Mission Blvd/Range Ave Pavement Rehab
- 27 Downtown Specific Plan Area Revitalization
- 28 King Ridge Rd. Bridge Rehab. Project
- 29 Replace Bohan Dillon Road Bridge 20C0435
- 30 Chanate Rd Pedestrian and Transit Improvements
- 31 SMART Bicycle and Pedestrian Path
- 32 Sonoma Mountain Parkway Rehabilitation
- 33 SMART Trail-Hearn Avenue to Joe Rodota Trail
- 34 Arlen Drive and East Cotati Avenue Overlays
- 35 Sixth Street Bicycle and Pedestrian Linkage
- 36 Petaluma Transit Maintenance Facility Rehab: Ph 2
- 37 Petaluma Boulevard South Road Diet
- 38 Bodega Bay Trail Segments 1B and 1C
- 39 ORH at Lakewood Dr. Bike and Ped Enhancements
- 40 Petaluma Transit Maintenance Facility Rehab: Ph 1
- 41 Copeland Creek Bike Path Reconstruction
- 42 Sonoma County Transit: Bus Yard Rehab.
- 43 Hembree Lane Resurfacing
- 44 Windsor - Old Redwood Hwy Pedestrian Linkages
- 45 Street Palettes

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46 Watershed Awareness Signs

Sonoma County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern

