

**METROPOLITAN TRANSPORTATION COMMISSION
2015 Transportation Improvement Program (TIP)
Response to Public Comments**

The following are the public comments received during the public hearing for the Draft 2015 TIP as well as those received during the public comment period, commencing June 26, 2014 and ending July 31, 2014, followed by the responses to these comments. This list does not include the project sponsor change requests. The correspondence and public hearing transcript for the Draft 2015 TIP are available at http://www.mtc.ca.gov/funding/tip/draft_2015/.

No.	Name	Agency/Organization	Dated	Response
1	William Bray	Public	Email (7/25/2014)	Response #1
2	Andrew Leone	Public	Email (7/25/2014)	Response #1
3	Peter Loeb	Public	Email (7/25/2014)	Response #1
4	Hal Bohner	Public	Email (7/26/2014)	Response #1
5	Robert L. Pilgrim	Public	Email (7/26/2014)	Response #1
6	Kathy Castor	Public	Email (7/27/2014)	Response #1
7	Margaret Goodale	Public	Email (7/27/2014)	Response #1
8	Charlie Cameron	Public	Letter (7/28/2014)	Response #1
9	William Leo Leon	Public	Email (7/28/2014)	Response #1
10	Pete Shoemaker	Public	Email (7/28/2014)	Response #1
11	David Whitney	Public	Email (7/28/2014)	Response #1
12	Stan Zeavin	Public	Email (7/28/2014)	Response #1
13	Carlos Bover	Public	Email (7/30/2014)	Response #1
14	Victor Carmichael	Public	Email (7/30/2014)	Response #1
15	Robert Hutchinson	Public	Email (7/30/2014)	Response #1
16	Cindy Abbott	Public	Email (7/31/2014)	Response #1
17	Andrea Aiello	Public	Email (7/31/2014)	Response #1
18	Jill Allen	Public	Email (7/31/2014)	Response #1
19	Jennifer Ball and Mike Varney	Public	Email (7/31/2014)	Response #1
20	Kathryn Slater Carter	Public	Email (7/31/2014)	Response #1
21	Michele Coxon	Public	Email (7/31/2014)	Response #1
22	Tom Edminster	Public	Email (7/31/2014)	Response #1
23	Chaya Gordon	Public	Email (7/31/2014)	Response #1
24	Jane Gunther	Public	Email (7/31/2014)	Response #1
25	Cathleen Josaitis	Public	Email (7/31/2014)	Response #1
26	John Keener	Pacificans for Highway 1 Alternatives	Public Hearing (7/9/14) and Email (7/31/14)	Response #1
27	Mary Keitelman	Public	Email (7/31/2014)	Response #1
28	James A. Misener	Public	Email (7/31/2014)	Response #1
29	Dina E. Micheletti and Robert Horan	Public	Email (7/31/2014)	Response #1
30	Fran Pollard	Public	Email (7/31/2014)	Response #1
31	Harvey Rarback	Public	Email (7/31/2014)	Response #1

32	Colleen Serafin	Public	Email (7/31/2014)	Response #1
33	Shelley Wargo	Public	Email (7/31/2014)	Response #1
34	Ken Bukowski	Public	Public Hearing (7/9/14)	Response #2
35	Basia Crane	Marin United Taxpayer Association	Fax (7/15/2014)	Response #3
36	Victoria Brandon, Rebecca Evans, and Bruce Rienzo	Three Sierra Club Chapters -	Email (7/31/2014)	Response #4, #5, #6, #7, #8, #9, #10, and #11

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (Plan) establishes long-range investment priorities and strategies to maintain, manage and improve the surface transportation network in the San Francisco Bay Area. The Transportation Improvement Program (TIP) helps carry out these strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the Plan. MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for clarification of specific project concerns.

Comment and Response #1

Several commenters raised issues on local projects in the TIP (such as the State Route 1 – Fassler to Westport Drive Widening project in Pacifica) addressing safety, design, operational, and climate issues. MTC has alerted the State Route 1 project sponsor to the comments submitted.

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with the Plan. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions.

MTC’s “A Guide to the San Francisco Bay Area’s Transportation Program or TIP” outlines the various opportunities available to the public and interested stakeholders to get involved in the San Francisco Bay Area’s surface transportation planning and project development process (see Appendix A-43). The guide is also available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC’s web site. (http://files.mtc.ca.gov/pdf/TIP/2015/guide_to_the_2015_tip.pdf)

Comment and Response #2

One commenter suggested MTC look at a project to create an express bus lane on the Bay Bridge.

The TIP is a listing of projects that have already gone through a planning process and are moving forward to implementation consistent with the region's Plan. Currently there are no projects in development to create an express bus lane on the Bay Bridge. MTC, however, is working with a number of partners in the region to evaluate short, medium and long term needs for transit capacity serving the Transbay corridor. This Study, the Transit Core Capacity Study, will begin in the Fall of 2014. An express bus lane on the Bay Bridge is anticipated to be considered as part of this planning effort. Projects selected for further development, will then need to be included in the Plan before advancing beyond planning and environmental analysis in the TIP. MTC's "A Guide to the San Francisco Bay Area's Transportation Program or TIP" outlines the various opportunities available to the public and interested stakeholders to get involved in the San Francisco Bay Area's surface transportation planning and project development process (see Appendix A-43). The guide is also available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC's web site. (http://files.mtc.ca.gov/pdf/TIP/2015/guide_to_the_2015_tip.pdf)

Category 2: Responses to Comments Regarding the Relationship of the TIP to the Plan

Staff received comments on the connection between the TIP and the policies and priorities established in the Plan.

Comment and Response #3

One commenter submitted an article about air quality concerns for people living near busy transportation corridors. The commenter highlighted sections of the article focused on high-density housing near transportation corridors.

The air quality conformity analysis is a regional-level analysis evaluating if the total emissions in the region conform to federal requirements. It is not a local air quality analysis.

Local air quality analyses are conducted at the project level as part of the project development process. In addition, projects which use any federal funds or seek federal action are subject to project level conformity analysis requirements. This process is documented in MTC Resolution 3946, the *Bay Area Interagency Consultation Procedures for PM2.5 Hot-Spot Analysis*. These analyses are not part of the TIP or regional air quality conformity analysis processes.

Comment and Response #4

One commenter sought information regarding how the outcomes of the TIP relate to the Bay Area's goals of reducing greenhouse gas (GHG) emissions as per Senate Bill 375 and vehicle

miles travelled (VMT). In particular, the commenter was interested in the impact of highway projects, express lanes and single occupant vehicle projects on VMT and GHG emissions.

The TIP is a four-year listing of projects which are ready to move to project development and implementation. The development of a TIP or revisions to the TIP occur after planning, regional transportation policy development and project selection have been completed as part of the Plan process. MTC conducts a rigorous performance assessment of the full Plan in its entirety, which includes the individual regionally significant projects listed in the TIP. During the Plan review, projects and programs are evaluated in terms of furthering the goals of the Plan, including reducing GHG emissions and VMT and numerous other goals and performance targets. This extensive analysis is not repeated as part of the TIP process, as all regionally significant projects in the TIP were already included and analyzed in the region's current Plan.

The comments submitted about regional policies such as climate change, sustainable community strategies and other transportation goals, are addressed in MTC's current Plan, Plan Bay Area. The Plan focused extensively on GHG emission reductions and demonstrated that the combination of land use and transportation investments, including near-term projects listed in the TIP, result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Compliance with SB 375 is a requirement for the Plan, and any estimation of GHG reductions is relevant to the Plan. In contrast, the TIP covers only a four-year period and includes only a subset of transportation projects and programs from the Plan.

For projects that receive federal funding or are subject to a federally required action, project-level environmental analysis must be undertaken by the project's sponsoring agency and concerns regarding specific project-level environmental impacts are addressed following listing in the TIP. Changes in project funding or scope that result from this environmental review process are reflected in the TIP through subsequent revisions, when necessary.

Comment and Response #5

One commenter questioned how the TIP and specific funding programs carry out the objectives of the Plan.

The TIP helps implement the goals and policies of the Plan and therefore supports the Plan in meeting SB 375 requirements. The TIP is a subset of projects and programs from the Plan covering a 4-year period. Since the Plan covers a 28-year period, it is not expected that the TIP will fully achieve the objectives of the Plan in such a short time frame. Further, not all funds assigned in the Plan are contained in the TIP. The performance analysis of the Plan evaluates if the full complement of transportation projects and programs included in the Plan, taken together with land use changes, advance the region's goals and objectives identified in the Plan.

The Regional Transportation Improvement Program (RTIP), State Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) are individual funding programs. Each has unique funding

program requirements and each comprise even smaller subsets of the Plan than does the TIP. MTC reviews the projects funded by programs, such as STP, CMAQ and STIP, and proposed for inclusion in the TIP to ensure consistency with the Plan. Therefore, projects that are included in the TIP are consistent with the Plan.

Comment and Response #6

One commenter requested more information on how new projects in the STIP meet the strategies and goals set forth in the Plan and whether the documents addressing this connection are available for public review.

Attachment A1 provides a summary and statements for each new project in the 2014 RTIP.

For additional information about the projects and the companion Regional Performance Measures Evaluation included as part of the 2014 STIP Performance Report, see <http://www.mtc.ca.gov/funding/STIP/>.

Comment and Response #7

One commenter questioned why a large portion of funding the Draft 2015 TIP is directed toward state highways.

The proposed TIP identifies 31% of the funding for state highway investments. Roughly three quarters of this funding for state highway projects is programmed to projects that rehabilitate, maintain and operate the State Highway System. This is consistent with the regional Fix-It-First policy. It should also be noted that over \$1 billion in Federal Transit Administration formula funds expected to be available during the 2015 TIP period have not been programmed and therefore are not reflected in the TIP. These funds will be added to the 2015 TIP through future revisions.

Category 3: Responses to Comments Regarding the 2015 TIP Update

Staff also received comments and questions on the content of the 2015 TIP and the update schedule. These responses are subdivided to address each of the topic areas.

Comment and Response #8 (Toll Credits)

One comment requested an explanation of the use of toll credits in the 2015 TIP.

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49, referred as transportation Development credits. Toll credits are not additional

funds, but may be used in lieu of the non-federal match, bringing federal participation in a project to 100 percent of the project cost. Further discussion of toll credits and their allowable uses are included in Appendix A-22, Caltrans Toll Credit Use Policy, and Appendix A-23, MTC Resolution 4008 - MTC Toll Credit Policy.

Comment and Response #9 (County Summaries)

One comment noted that the narrative summaries for each county had not been included in the online version of the Draft 2015 TIP project listings.

This was a technical error and the electronic version of project listings has now been updated to include the summaries.

Comment and Response #10 (TIP Update Schedule)

One comment asked for a clarification of the schedule on which subsequent versions of the TIP will be released.

MTC's Final 2015 TIP is being presented at the regularly scheduled Programming and Allocations Committee meeting on September 10, 2014. In accordance with the State of California's TIP update policy, further TIP updates will be scheduled every even year (e.g. 2016, 2018, etc).

Comment and Response #11 (Searchable Electronic Documents)

One commenter indicated that keyword searches could not be performed on several of the documents available on the Draft 2015 TIP website.

With the exception of one document that was a scanned copy of a signed letter, the documents that were tested appeared searchable for keywords. We have since updated this document on the Draft 2015 TIP page to make the letter searchable. Some documents may contain links to other documents prepared by third-party organizations, but MTC is not able to control the format or accessibility of those documents.

Metropolitan Transportation Commission

2014 Regional Transportation Improvement Program (RTIP)

Matrix of New Projects and Promotion of Plan Bay Area Goals and Strategies

County	Sponsor	PPNO	Project	New RTIP Funding Amount (\$1,000s)	Goals							Investment Strategies						
					1- Climate Protection	2- Adequate Housing	3/4/5- Healthy and Safe Communities	6- Open Space and Agricultural Preservation	7- Equitable Acces	8- Economic Vitality	9/10- Transportation System Effectiveness	1- Maintain Our Existing System	2- Build Next Generation Transit	3- Boost Freeway and Transit Efficiency	4- Support Focused Growth (OBAG)	5- County Investment Priorities	6- Protect Our Climate	
Alameda	Caltrans	0081D	SR-84 East-West Connector in Fremont	12,000		x	x				x				x		x	
Alameda	AC Transit	2009Z	AC Transit East Bay Bus Rapid Transit	7,995	x	x	x	x	x	x	x	x	x	x	x	x	x	
Contra Costa	BART	2010C	BART Station Modernization Program	13,000	x	x	x		x	x		x	x	x				
Contra Costa	CCTA	0242K	I-80/San Pablo Dam Rd Interchange, Ph. 2	9,200		x	x			x		x		x			x	
Contra Costa	CCTA	2025H	I-80/Central Interchange, Ph. 2	2,000		x	x			x		x		x			x	
Contra Costa	CCTA	2025J	Kirker Pass Rd Northbound Truck Climbing Lane	2,650	x					x		x		x			x	
Contra Costa	Concord	2025K	Detroit Ave Bicycle/Pedestrian Improvements	1,189	x		x				x				x		x	
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvements	1,195	x		x				x				x		x	
Marin	Marin County	2128D	North Civic Center Drive Improvements	407	x		x				x				x		x	
Marin	Fairfax	2028E	Fairfax Parkade Area Circulation Improvements	300	x		x				x				x		x	
Marin	Caltrans	0342L	US-101 San Rafael/Irwin Creek/Brookdale Mitigation	1,655								x					x	
Napa	American Canyon	2130D	Devlin Rd and Vine Trail Extension	1,962	x	x	x	x	x	x	x				x	x	x	
Napa	American Canyon	2130E	Eucalyptus Dr Extension	1,154			x			x					x	x		
Napa	Napa City	2130F	California Roundabouts	1,501	x	x				x						x	x	
Napa	Calistoga	2130M	Improve Intersection at Petrified Forest Rd and SR-128	580	x	x				x						x		
Napa	Yountville	2130N	Hopper Creek Pedestrian Path	500	x		x								x	x	x	
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332							x					x		
Napa	St Helena	2130Q	SR-29/Grayson Ave Signal Construction	300			x									x		
San Francisco	SF MTA	2014V	Central Subway	12,498	x		x	x	x	x		x	x	x	x		x	
San Francisco	SF DPW	0612F	Broadway Chinatown Complete Streets	1,910	x		x	x	x	x					x	x	x	
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	x						x				x		x	
San Mateo	S. San Francisco	0648F	Grand Blvd Initiative Complete Streets Program	1,991	x	x	x	x	x	x					x		x	
Santa Clara	VTA	2147E	BART Extension: Berryessa to San Jose/Santa Clara	14,672	x		x	x	x	x		x			x	x	x	
Santa Clara	Palo Alto	2015D	Adobe Creek/ US-101 Bike Ped Bridge	3,000	x		x								x		x	
Santa Clara	VTA	0521C	I-680 Soundwalls - Capitol Expwy to Mueller	4,456			x		x			x						
Santa Clara	San Jose	0416Q	The Alameda Grand Blvd, Phase 2	1,350		x	x								x			
Solano	STA	5301V	Jepson Pkwy (Leisure Town, Commerce to Orange)	9,360			x			x	x					x		
Sonoma	SMART	5156P	SMART Bicycle and Pedestrian Pathway	1,043	x		x			x					x	x	x	
Sonoma	Santa Rosa	9098A	Downtown Santa Rosa Streetscape	353			x			x					x	x		
Total Projects:				29	Count:	18	10	23	4	8	18	12	9	4	6	18	14	19
				% total:	62.1%	34.5%	79.3%	13.8%	27.6%	62.1%	41.4%	31.0%	13.8%	20.7%	62.1%	48.3%	65.5%	

2014 Regional Transportation Improvement Program

New projects' promotion of Plan Bay Area goals as submitted by the sponsoring congestion management agency.

Alameda County

These statements were provided by the Alameda County Transportation Commission (ACTC).

SR-84 East-West Connector in Fremont

PPNO: 0081D

RTP ID: 94506

New RTIP Amount: \$12,000,000

The Project would improve air quality by decreasing local traffic congestion, improve access to transit facilities and businesses, improve transit operations by reducing congestion along existing and future transit routes, promote the use of non-motorized transport, maximize the use of publicly-owned ROW in the Historic Corridor for transportation purposes, and improve flood control.

Project meets following Plan Bay Area Investment Strategy:

- Maintain Our Existing System
- Support Focused Growth – OBAG
- Protect Our Climate

AC Transit East Bay Bus Rapid Transit

PPNO: 2009Z

RTP ID: 22455

New RTIP Amount: \$7,995,000

Reduce congestion by increasing transit ridership; improve corridor speeds for AC Transit bus services; reduce travel time for AC Transit riders; encourage redevelopment and new business opportunities; reduce automobile emissions; improve transit experience by providing built out stations, transit amenities, reduce headways, and real time bus arrival information.

The East Bay BRT Project assists in the region meeting these SCS goals:

- Climate Protection - Reduce per-capita CO2 emissions from cars and light trucks (increases transit use and decreases auto use)
- Open Space and Ag Land - Direct non-ag development with 2010 urban footprint (will help spur development along a major transit corridor)
- Transportation System Effectiveness - decrease auto VMT by 10% (increases transit use and decreases auto use)
- Equitable Access - decrease share of low-income resident transportation costs (increases availability of high-quality transit solution in low-income areas)

Project meets following Plan Bay Area Investment Strategy:

- Maintain Our Existing System
- Build Next Generation Transit
- Boost Freeway and Transit Efficiency
- Support Focused Growth – OBAG
- County Investment Priorities
- Protect Our Climate

Contra Costa County

These statements were provided by the Contra Costa Transportation Authority (CCTA).

BART Station Modernization Program

PPNO: 2010C

New RTIP Amount: \$13,000,000

The project includes all BART Stations in the 103 mile, 43 station system and will address station site, building envelope, vertical transportation, circulation & wayfinding, HVAC and other station equipment replacements/upgrades, and lighting & ambient environment. The current request for funding will be applied to escalator replacement, waterproofing, pedestrian, plaza, & lighting improvements as well as other high priority elements within the Program. Useful life of improvements is 15 years. By providing modern transit facilities, more people will take transit to their destinations, as opposed to driving.

I-80/San Pablo Dam Rd. Interchange, Phase 2

PPNO: 0242K

New RTIP Amount: \$9,200,000

The project will reduce passenger hours of delay by 21.5%, reduce AM peak period travel time by 24.5%, increase AM average speed by 36.7% and reduce AM vehicle hours of delay by 46.6%. This will help reduce CO2 emissions from cars due to reduced idling and delays. Furthermore, by eliminating weaving on I-80 WB between San Pablo Dam Road On-ramp and McBryde Ave Off-ramp, and increasing the distance between El Portal Dr On-ramp and San Pablo Dam Road Off-ramp, accidents and congestion caused by poor weaving operations will be reduced. Between 2003-2010, 113 accidents took place along I-80 WB between SPDR and McBryde. Seventy eight of those accidents can be attributed to weaving (sideswipes, rear ends, etc.). Finally, by widening the sidewalks along SPDR overcrossing, closing sidewalk gaps along Amador and SPDR, and adding bike lanes on SPDR overcrossing, pedestrian and bicycle safety will be improved across I-80 and more people will be encouraged to walk and bike, leaving their cars at home. Economic vitality will be improved by reduction in congestion and providing access to other modes.

I-80/Central Interchange, Phase 2

PPNO: 2025H

New RTIP Amount: \$2,000,000

By eliminating the traffic signal at Central Avenue and Pierce St, and adding left turn lane storage at the improved signalized intersection at Central Avenue and San Mateo, congestion along Central Avenue will be greatly reduced resulting in reduced CO2 emissions. This will improve the economic vitality of the area which has large commercial and industrial uses.

Kirker Pass Rd Northbound Truck Climbing Lane

PPNO: 2025J

New RTIP Amount: \$2,650,000

By adding a truck lane along 1.5 stretch over Kirker Pass, cars won't be stuck behind slow moving trucks, reducing congestion and related CO2 emissions. A Class II bike lane will also be added along this stretch encouraging more people to bike.

Detroit Ave. Bicycle/Pedestrian Improvements

PPNO: 2025K

New RTIP Amount: \$1,189,000

The project proposes four major improvements for the safety and comfort of all modes: designated bicycle facilities, signalization of two intersections, sidewalk gap closures, and sidewalk repair. 0.7 miles of Class 2 and 0.2 miles of Class 3 bike lane will be added along Clayton Rd. Conflict zones will be marked clearly and two traffic signals will be installed to improve safety and improve traffic flow. The improvements will help improve traffic flow, provide access to alternative modes and improve pedestrian and bicyclists safety.

Concord BART Station Bike/Ped Access Improvements

PPNO: 2010D

New RTIP Amount: \$1,195,000

The project proposes corridor enhancements along five roadways in Downtown Concord to provide last mile bicycle and pedestrian connections to Concord BART from the west, east, and south. The project would install buffered bike lanes to provide new east-west connections through Downtown and to Concord BART along 0.4 miles of Concord Boulevard and 0.4 miles of Clayton Road. On Grant Street the project would add 0.2 mile of Class II bike lanes. On Oakland Avenue, 0.3 miles of Class II bike lanes would be added in both directions to provide last mile connections to BART. Crosswalks would be enhanced with pedestrian crossing warning system (e.g. RRFB or LED blinker signs). The improvements will help provide access to alternative modes and improve pedestrian and bicyclists safety.

Marin County

These statements were provided by the Transportation Authority of Marin (TAM).

North Civic Center Drive Improvements

PPNO: 2128D

RTIP Funding Amount: \$407,000

This project will construct improvements to Civic Center Drive that will provide: 1) a safe path of travel for pedestrians and bicyclists connecting the SMART station and the Civic Center Campus between Merrydale Overcrossing/Scettrini Drive and Judge Haley Drive and 2) class II bike lanes. Improvements consist of new 8 foot wide sidewalks, drainage, curb and gutter, class II bike lanes, landscaping, lighting, traffic signalization (with interconnection to Merrydale Overcrossing/Scettrini Drive), or roundabout, at Peter Behr Drive. With the commencement of SMART train service 2016, these improvements will provide non-motorized transportation safe access between the Civic Center Campus and SMART Station, which includes a very popular farmers' market. This project will help promote the goals of reducing vehicular trips, thereby reducing vehicle emissions, enhancing a livable community, and providing equitable access to transit dependent commuters and bicyclists.

Fairfax Parkade Area Circulation Improvements

PPNO: 2028E

RTIP Funding Amount: \$300,000

This project will construct safety improvements that include: a new transit shelter, ADA curb ramps, reconstructed stair wells, improved and/or new sidewalks where missing, new crosswalks, repair and/or replacement of existing crosswalk striping, directional signage, class two bicycle lane on Broadway with reconfigures vehicular travel lanes on Broadway, and secure bicycle parking. The goal of the project is to implement the recommendations within the Parkade Circulation Area Study in order to improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in Downtown Fairfax. Specifically, the Study focused on and recommended measures that can be implemented in the short-term to improve pedestrian and bicycle infrastructure and safety, disabled access, and transit access; to maintain and/or increase parking supplies next to the transit stop; improve/reduce motor vehicle circulation where possible; and to connect land uses on the north side of Sir Francis Drake Boulevard with those on south of the Broadway in the heart of the downtown (an area bifurcated by the old Fairfax rail/trolley station now known as the "Parkade". These improvements will help reduce vehicular emissions reducing unnecessary vehicular circulation and enhance a livable community that promote walking and biking.

Highway 101 San Rafael Irwin Creek/Brookdale

PPNO: 0342L

RTIP Funding Amount: \$1,655,000

As per permits to construct HOV Lanes on 101 in San Rafael, this project will restore 1200 feet of Irwin Creek for riparian habitat and landscape along Brookdale Avenue for visual mitigation as required by Environmental Document for HOV Gap Closure Project on US 101. Completion of HOV Gap Closure project enhanced the effectiveness of Transportation system in Marin County resulting in decrease of per capita vehicle miles travel. The HOV lanes are also used by transit vehicles to reduce travel time and entice transit usage.

Napa County

These statements were provided by the Napa County Transportation Planning Agency (NCTPA).

Devlin Road and Vine Trail Extension

PPNO: 2030D

RTIP Funding Amount: \$1,962,000

Promotes RTP Goals #1, #4, #5 and #8 by building out the class I path and promoting pedestrian and bicycle use that is separated from the roadway. It also extends Devlin Road which is a critical north-south goods movement arterial, promoting the economy.

Eucalyptus Drive Extension

PPNO: 2130E

RTIP Funding Amount: \$1,154,000

Promotes RTP Goals #8 and #5. The Eucalyptus Drive extension promotes connectivity, removes a traffic light which reduces congestion, and provides safe pedestrian and bicycle access by providing complete streets along the extended segment of Eucalyptus Drive. This project is also within a Priority Development Area.

California Roundabouts

PPNO: 2130F

RTIP Funding Amount: \$1,501,000

Promotes RTP Goal #1 of reducing congestion by removing traffic signals and putting in roundabouts. This project is located at the gateway to the City of Napa's Priority Development Area.

Improve Intersection at Petrified Forest Road and SR 128

PPNO: 2130M

RTIP Funding Amount: \$580,000

Promotes RTP Goals #4 and #5 by providing safety upgrades to the intersection including ADA, pedestrian and bicycle improvements and safe crossing.

Hopper Creek Pedestrian Path

PPNO: 2130N

RTIP Funding Amount: \$500,000

Promotes RTP Goals #1, #4, and #5 by creating a class I path separated from the roadway it promotes safe pedestrian and bicycle access and reduces VMT by providing an alternative to driving.

Airport Boulevard Rehabilitation

PPNO: 2130P

RTIP Funding Amount: \$1,332,000

Promotes RTP Goal #10 maintaining the transportation system in a state of good repair by providing rehabilitation to an existing roadway.

Highway 29/Grayson Ave Signal Construction

PPNO: 2130Q

RTIP Funding Amount: \$300,000

Promotes RTP Goal #4 by providing a safety enhancement to an intersection that serves a lot of students at St. Helena High School. It provides a safe crossing point for all modes trying to get across Highway 29.

San Francisco County

These statements were provided by the San Francisco County Transportation Authority (SFCTA).

Central Subway

PPNO: 2014V

RTIP Funding Amount: \$12,498,000

Central Subway will construct a modern, efficient light-rail line to connect major housing, retail, sporting and cultural venues while efficiently transporting people to jobs, educational opportunities and other amenities throughout the city. It will vastly improve transit options for the residents of one of the most densely populated neighborhoods and in the country, including Communities of Concern; provide a rapid transit link to a burgeoning technology and digital-media hub; and improve access to a premier commercial district and tourist attraction. As a result, it will further all the Plan Bay Area goals, but have the strongest impact in the following goal areas:

- Climate protection
- Equitable access
- Economic vitality
- Transportation and system effectiveness

For more information, please visit the project [webpage](#).

Broadway Chinatown Complete Streets

PPNO: 0612F

RTIP Funding Amount: \$1,910,000

Broadway Chinatown Complete Streets will provide a safer and more pleasant walking experience, with new paving, streetlights, street trees, and street furnishings inspired by the unique history of the Chinatown neighborhood, which is the most densely populated urban area west of Manhattan and also a Community of Concern. It will benefit all street users, especially students around Jean Parker Elementary School. As a result, it will further all the Plan Bay Area goals, but have the strongest impact in the following goal areas:

- Climate protection
- Healthy and safe communities
- Open space and cultural preservation
- Equitable access
- Economic vitality

For more information, please visit the project [webpage](#).

San Mateo County

These statements were provided by the San Mateo City/County Association of Governments (SM C/CAG).

Daly City BART Station Intermodal Improvements (Alameda Co. Share)

PPNO: 2103C

RTIP Funding Amount: \$200,000

The Daly City BART Station Improvements projects furthers the "Transportation System Effectiveness" goal of increasing non-auto mode shares by enhancing station capacity and station access to transit. By enhancing and promoting the use of transit it also furthers the "Climate Protection" by diverting travel from auto trips to transit.

Grand Boulevard Initiative Complete Streets Program

PPNO: 0648F

RTIP Funding Amount: \$1,991,000

The Grand Boulevard Initiative Complete Streets Project furthers the "Climate Protection" by diverting travel from auto trips to alternative modes of transportation by providing bike and pedestrian enhancements. It also furthers the goals of "Healthy and Safe Communities" and Transportation Effectiveness" by encouraging the average daily time biking and walking and by increasing the non-auto mode share, respectively.

Santa Clara County

These statements were provided by the Santa Clara Valley Transportation Authority (VTA).

VTA's BART Silicon Valley Extension: Berryessa Station to San Jose/Santa Clara

PPNO: 2147E

RTIP Funding Amount: \$14,672,000

This project supports economic vitality, increases non-motor mode share, and reduces greenhouse gas emissions in the environment.

Palo Alto Adobe Creek/US 101 Bike Ped Bridge

PPNO: 2015D

RTIP Funding Amount: \$3,000,000

This project supports active transportation, complete streets and addresses bike/ped access.

I-680 Soundwalls – Capitol Expwy. to Mueller

PPNO: 0521C

RTIP Funding Amount: \$4,456,000

This project supports the maintenance of the system and state of good repair.

San Jose The Alameda Grand Blvd. Phase II

PPNO: 0416Q

RTIP Funding Amount: \$1,350,000

This project supports complete streets, provides enhanced pedestrian access, and supports housing choices.

Solano County

These statements were provided by the Solano Transportation Authority (STA).

Jepson Parkway (Leisure Town from Commerce to Orange)

PPNO: 5301V

RTIP Funding Amount: \$9,360,000

- Target #3: Increase the average daily walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).
 - The Jepson Parkway project includes the construction of a Class I bike path. This new path will be multi-use in nature, which will encourage walking and/or bicycling to/from Fairfield to Vacaville.
- Target #4: Direct all non-agricultural development within the urban footprint.
 - Jepson Parkway project also connects to the Fairfield-Vacaville Train Station Area PDA, which will help to focus growth within existing urban areas and promote economic growth .
- Target #6: Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).
 - The Jepson Parkway project will provide a needed expansion of a currently used roadway that connects two of Solano County’s major cities. These cities provide many warehousing and industrial services, so improved connection will promote business activity as it will reduce congestion and allow for more trade.

Sonoma County

These statements were provided by the Sonoma County Transportation Authority (SCTA).

SMART Bicycle and Pedestrian Pathway

PPNO: 5156P

RTIP Funding Amount: \$1,043,000

SMART Pathway from East Cotati to Southwest Boulevard: This project will aid climate protection and help reduce premature death from particulate matter by providing and promoting a safe, separated location for alternative transportation. Having the pathway located next to services such as SMART and retail will help to increase average daily walking and biking by making mobility easier without automobiles. The path is open to the public and will comply with ADA requirements. The SMART Pathway promotes economic vitality by providing an affordable transportation access option to education opportunities, social services, retail outlets and jobs.

Downtown Santa Rosa Streetscape

PPNO: 9098A

RTIP Funding Amount: \$353,000

Downtown Complete Streetscape Enhancement Project: This project will help reduce the number of injuries and fatalities from collisions by channeling pedestrians to one side of the street and limit the number of pedestrian street crossings. The facility is open to the public and will be ADA accessible. The project will also make the facility more pedestrian friendly to aid in the increase in average daily walking and biking trips. Providing this pedestrian access so near Railroad Square, the Santa Rosa Plaza Mall and Downtown will aid in promoting economic vitality.