
Attachment B: MTC Highlights and Changes to the 2026 RTIP Policies and Procedures

The information below highlights the policies for the 2026 Regional Transportation Improvement (RTIP) Guidelines.

Senate Bill 1 Competitive Programs Match

CTC's 2026 STIP guidelines again allow sponsors to match SB1 competitive program projects with STIP funds. If the CTC does not select a project for funding in a competitive SB1 program, and alternative funding is not identified within six months, a STIP amendment will be required to delete or substitute the project for a project with a full funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require an RTIP match before committing other regional discretionary funding. If a county's RTIP shares are pre-committed or otherwise unavailable, MTC expects the CTA to examine local funds as a match before MTC considers committing other regional discretionary funding.

Planning, Programming, and Monitoring

MTC has programmed Regional Planning, Programming, and Monitoring (PPM) amounts based on prior agreement between MTC and the CTAs. For the 2026 RTIP, MTC's Regional PPM amounts are escalated at a 2% annual escalation rate. Regional PPM supports MTC's programming and delivery activities, including supporting the Fund Management System development and technical assistance programs.

Complete Streets Policy and Active Transportation Plan Consistency

All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians, and persons with disabilities, consistent with MTC Resolution No. 4493. The latest Complete Streets Checklist is incorporated as Part 5 of the Project Application. Furthermore, MTC staff encourages that all bicycle projects programmed in the RTIP support the Regional Active Transportation Network. To be eligible for RTIP funds, a local jurisdiction must submit a Complete Streets Checklist as presented to the local Bicycle and Pedestrian Advisory Committee or equivalent by the RTIP project application deadline.

New Transit Extension Projects – Additional Requirements

As a part of *Plan Bay Area 2050* and through MTC Resolution No. 4530, MTC identified the Transit-Oriented Communities (TOC) Policy to enable people to access and use transit more often for more types of trips by centering housing, jobs, services, and shopping around public transit. The TOC Policy is a key implementation strategy for *Plan Bay Area 2050* to ensure coordinated transit investment and land use policies that will enable the region to achieve our climate, affordability, and equity goals. Consistent with other regional discretionary programs such as Regional Measure 3 (RM3), new transit extension projects must comply with MTC Resolution No. 4530, MTC's Transit Oriented Communities (TOC) Policy.

The draft 2026 RTIP Policies and Procedures includes language to reflect the latest TOC Policy implementation work. Specifically, to the extent that projects in the RTIP qualify as transit extensions as defined by the TOC Policy, project sponsors must satisfy relevant TOC Policy requirements before seeking a STIP funding allocation. Projects seeking MTC concurrence for a STIP funding allocation have different expectations for TOC Policy compliance based on the project's delivery stage, as follows:

1. Project Development/Environmental Review: Project sponsors and local jurisdictions, as applicable, must provide a letter or resolution acknowledging that future allocation requests to the CTC will be subject to the TOC Policy pursuant to later phases.
2. Project Design and Early Right-of-Way Acquisition: Jurisdictions must commit in writing to take steps toward achieving compliance in 2026 for the station area(s) seeking STIP funding.
3. Project Construction: Jurisdictions do not need to submit a letter of commitment, but they should work with MTC staff to achieve compliance in 2026.

The project sponsor/implementing agency must include an acknowledgement or commitment letter or resolution, as applicable, in its request to MTC for STIP allocation concurrence.

Regional Set-aside Update & Summary

2024 RTIP Programming Actions

As part of the 2024 RTIP MTC program, \$46 million in RTIP funds was programmed to two projects, freeing up other funds to benefit the Housing Incentive Program (HIP). Retaining the 2024 RTIP programming for two projects (below) has the highest priority for funding, immediately following projects that are using Grant Anticipation Revenue Vehicles (GARVEE) bonding, AB 3090 advancements, and PPM programming, before new projects are considered.

- San Jose's Story-Keyes Bikeway Project: \$27.7 million in RTIP funds is programmed to this project. This frees up the same amount in One Bay Area Grant (OBAG3) funds for the HIP.
- San Francisco's New Flyer Midlife Overhaul Phase III Project: \$18.3 million in RTIP funds is programmed to this project. This frees up an equal amount in San Francisco Proposition L funds for the HIP.

Remaining Regional Set-Aside Balances

MTC's remaining regional RTIP set-aside balance for the 2026 RTIP is \$34.4 million. The Commission has reserved this balance for regional priority projects. The total set-aside comes from two sources:

- Sonoma County: \$3.4 million from Sonoma County's STP/CMAQ exchange for the US-101 Marin-Sonoma Narrows (MSN) project, Segment B2 Phase 2; and
- San Francisco County: \$31 million from San Francisco County to repay MTC for STP/CMAQ funds advanced to the Presidio Parkway (Doyle Drive) project.

MTC staff have not yet selected priority regional projects in San Francisco or Sonoma counties. Staff will identify potential projects and return to this committee in December with a final proposal. Additional details about each repayment are below.

Sonoma County

MTC Resolution No. 4328, established a funding exchange agreement with the Sonoma County Transportation Authority (SCTA), and programmed \$3.4 million in STP/CMAQ to the US-101 Marin-Sonoma Narrows (MSN) project, Segment B2 Phase 2, in exchange for an equal amount

of future Sonoma County RTIP funds. In exchange, \$3.4 million of Sonoma’s RTIP share shall be reserved for future MTC-identified priority projects. Sonoma shall commit these funds after programming PPM funds.

San Francisco County

San Francisco’s remaining commitments include \$46.7 million in future STIP shares for the Central Subway project, Bay Area Forward / Express Lane projects, and the Caltrain Downtown Extension to the Transbay Transit Center Project. Specific to the Bay Area Forward / Express Lane commitment, MTC advanced \$34 million in STP/CMAQ funds for the Doyle Drive Replacement / Presidio Parkway project, and in exchange, San Francisco will commit \$31 million in RTIP funds to MTC selected priority projects after programming and completing their remaining commitment to the SFMTA for the Central Subway project (about \$15.7 million).

MTC expects San Francisco to retain the 2024 programming for the New Flyer Midlife Overhaul – Phase III project as a part of the 2026 RTIP. The current remaining commitments are outlined in the table below.

San Francisco County Remaining RTIP Priorities

Priority	Project	Initial RTIP Commitment	Previously Allocated and Programmed RTIP Funds	Current Remaining RTIP Commitment
1st	Central Subway	92,000	76,300	15,700
2nd	Bay Area Forward/Express Lane Program projects	34,000	-	34,000 31,000*
3rd	Caltrain Downtown Extension to Transbay Transit Center	28,000	28,000	0
Total		154,000	104,300	46,700

All numbers in \$1,000s

** \$3 million of the commitment was previously forgiven, leaving \$31 million as the outstanding balance*

Programming and Allocations Committee
September 10, 2025

Attachment A
Agenda Item 4a-25-1091

https://bayareametro.sharepoint.com/sites/committees/CommitteeDocs/PAC/2025_PAC_Meetings/09_Sep_2025_PAC/4a_25-1091_3_4728_2026RTIP-Attachment2.docx