

Attachment A: MTC's 2026 Regional Transportation Improvement Program Summary

Funding and Significant Projects

The 2026 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly \$95 million in new programming capacity for the Bay Area. Combined with unprogrammed balances and project lapses from prior RTIP cycles, the Bay Area County Transportation Agencies (CTAs) and MTC staff propose programming approximately \$142 million to projects spanning seven of the nine Bay Area counties. Marin, Napa, San Francisco, and Solano counties proposed only Planning, Programming, and Monitoring (PPM) projects, since each county either lacked new capacity or chose to defer programming to repay prior STIP commitments.

Each CTA provided MTC with its final project listing by October 31. The full listing of projects is included in Attachment B to MTC Resolution No. 4728, Revised. Table 1 below shows the proposed 2026 RTIP projects requesting over \$5 million in new Regional Transportation Improvement Program (RTIP) funds.

Table 1: New 2026 RTIP Programming Over \$5 million (\$millions)

County	Project Name	2024 RTIP Prog. Amount	2026 RTIP Prog. Amount	Total RTIP Prog.
Contra Costa	Oakland Boulevard Multimodal Improvements Project	-	\$9.2	\$9.2
San Mateo	El Camino Real Bicycle and Pedestrian Improvement Project	-	\$10.0	\$10.0
San Mateo	Moss Beach State Route 1 Congestion and Safety Improvements Project	-	\$8.5	\$8.5
San Mateo	US 101 Managed Lanes – Route 380 to SF County Line	\$1.7	\$15.1	\$16.8
San Mateo	US-101/Holly Street Interchange Improvements and Overcrossing Project	-	\$12.5	\$12.5
Santa Clara	BART Silicon Valley Phase 2 (BSV2)	-	\$30.7	\$30.7
Santa Clara	Bascom Complete Streets	-	\$35.0	\$35.0
Sonoma	SR 121/8th St. East Intersection Imps	\$6.5	\$3.3	\$9.8
Sonoma/Solano	State Route 37 Sears Point to Mare Island Improvement Project	-	\$12.8	\$12.8

Attachment B to the staff report memo includes two charts: one summarizes the proposed 2026 RTIP by mode for each county, and the other provides an overall summary of project types.

Regional Set-aside Programming Update

2024 RTIP Programming Actions

As part of the 2024 RTIP program, MTC programmed \$46 million in RTIP funds to two projects, freeing up other funds to benefit the Housing Incentive Program (HIP). Retaining the 2024 RTIP programming for two projects 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. This includes \$27.7 million for San Jose's Story-Keyes Bikeway Project, which frees up the same amount in One Bay Area Grant (OBAG 3) funds for the HIP and \$18.3 million for San Francisco's New Flyer Midlife Overhaul Phase III Project, which frees up an equal amount in San Francisco Proposition L funds for the HIP.

2026 RTIP Proposed Programming

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, and it comes from the following actions:

- Sonoma County: \$3.4 million from Sonoma County's federal fund* 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 federal funds* advanced to the Presidio Parkway (Doyle Drive) project.

* Federal funds are Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.

In both cases, the region can program regional priority projects using those counties' shares. MTC staff propose programming \$3.4 million from Sonoma County and \$9.4 million from San Francisco County shares to the State Route 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties. The State Route 37 project is consistent with the regional priorities for these set-aside funds and will add managed lanes and upgrade infrastructure and technology to enhance mobility, safety, and climate resilience along State Route 37 between Sears Point and the Napa River Bridge, supporting multimodal and high-occupancy travel options. The proposed RTIP programming also leverages recent federal and state competitive grant awards, including a federal \$20 million award from the Promoting

Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) and a \$72 million award from the SB1 Cycle 4 Trade Corridors Enhancement Program (TCEP).

Remaining County Commitments

Through previous RTIP programming cycles, MTC has committed funding to various projects and programs. MTC memorialized these priorities in the RTIP Policies and Procedures. Transit projects have been significant beneficiaries of these commitments in the past, and San Francisco County has continued to prioritize them in its program. These commitments are addressed in the new 2026 RTIP funding. Table 2 below summarizes the remaining commitments and their status.

Table 2: Remaining RTIP Commitments (\$millions)

County	Original Project	Current Commitment	Current Amount	2026 RTIP	Remaining Balance
San Francisco	Central Subway	SFMTA Light Rail Restoration Program**	\$15.7	\$0	\$15.7
San Francisco	Presidio Parkway (Doyle Drive)	MTC Regional Operations (FPI, CDI, Express Lanes)	\$31.0	\$9.4	\$21.6
Sonoma	US-101 Marin-Sonoma Narrows	MTC OBAG 2 Funding Exchange	\$3.4	\$3.4	\$0
Total			\$50.1	\$12.8	\$37.3

*Notes on Table 2: **Since the Central Subway is already complete, the San Francisco County Transportation Authority will program its RTIP commitment to other SFMTA projects to free up local funds as payback to the Central Subway.*

Senate Bill 1 Competitive Programs

Two projects are proposed 2026 RTIP funds to be used as a match for anticipated 2026 Cycle 5 Senate Bill 1 (SB1) competitive program nominations:

- The Sonoma County Transportation Authority (SCTA) proposes \$3.3 million for the State Route 121/8th St. East Intersection Improvements project, and
- MTC staff proposes \$12.8 million for MTC’s State Route 37 Sears Point to Mare Island Improvement project.

Alameda, Contra Costa, and Santa Clara Counties are also expected to apply to SB1 Cycle 5 programs; however, the proposed projects do not align with the anticipated SB1 Cycle 5 programming years when STIP capacity is available. Programming STIP funds to these SB1 candidate projects does not prejudice MTC's SB1 project selection process, expected in Spring 2026.

Contingency Projects for RTIP Match on SB1 Competitive Program Nominations

If an SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. This is consistent with CTC's STIP Guidelines. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects within their county share and may return to the Programming and Allocations Committee to approve the change(s) via STIP amendment.

Bicycle and Pedestrian Investments

The 2026 RTIP includes important investments in bicycle and pedestrian infrastructure. Specifically, about 18% or approximately \$65 million will go towards transformative projects aimed at enhancing bike and pedestrian infrastructure. Most notably in Santa Clara County, \$35 million for the Santa Clara Valley Transportation Authority's (VTA) Bascom Complete Streets project and \$12 million for the City of San Carlos's US-101/Holly Street Interchange Improvements and Overcrossing project. Both projects will include a range of elements such as raised Class IV bikeways, high-visibility crosswalks, protected intersections, and other complete streets elements. The proposed RTIP project list also retains \$28 million in RTIP funding for the City of San Jose's Story-Keyes Bikeway project, which leverages a \$3.7 million Cycle 6 Regional Active Transportation Program (ATP) grant.

Transit Program Investments

The 2026 RTIP includes two new transit projects focused on service expansion:

- In Santa Clara County, VTA proposes \$31 million for the BART Silicon Valley Phase 2 (BSV2) project, which will extend BART on a new alignment from Berryessa through downtown San Jose to Santa Clara Caltrain Station.

- In Alameda County, AC Transit proposes \$4 million for the Zero Emission Bus Fleet Procurement project, which includes purchasing and deploying new vehicles into daily service.

Both projects will reduce GHG emissions and advance *Plan Bay Area 2050* transportation goals and regional climate objectives.

2026 STIP Fund Estimate

The 2026 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2029-30 and FY 2030-31. No new capacity is identified for the first three years. Due to the lack of new capacity in the early years of the STIP, the California Transportation Commission (CTC) may delay projects with cost increases currently programmed in the first three years of the STIP to the last two years of the STIP.

Interregional Transportation Improvement Program

The 2026 STIP Fund Estimate identifies \$169 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP), which represents a quarter of the total STIP. While other projects in the ITIP support interregional travel in the Northern California mega region, Caltrans proposed no new ITIP projects in the Bay Area.

Upcoming Actions

MTC will submit the 2026 RTIP to the California Transportation Commission in December 2025. CTC will hold two hearings on the draft STIP in early 2026 and will release staff recommendations in late February 2026. CTC is scheduled to adopt the 2026 STIP, of which MTC's RTIP is a part, on March 19, 2026.