

Attachment 1: MTC’s 2024 Regional Transportation Improvement Program Summary

Funding and Significant Projects

The 2024 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly \$214 million in new programming capacity for the Bay Area. Seven of the nine Bay Area counties propose new projects for RTIP funding, while Marin and Solano Counties only proposed programming planning, programming, and monitoring funding since both counties do not have new programming capacity due to prior STIP advances.

Each County Transportation Agency (CTA) provided MTC with its final project listing by November 1. The full listing of projects is included in Attachment B to MTC Resolution No. 4603, Revised. Table 1 below shows proposed 2024 RTIP projects requesting over \$5 million in new RTIP funds.

Table 1: New 2024 RTIP Programming Over \$5 million (\$millions)

County	Project Name	2022 RTIP Prog. Amount	2024 RTIP Prog. Amount	Total RTIP Prog.
Alameda	Interstate 680/Sunol Boulevard Interchange Modernization	-	6.0	6.0
Alameda	LAVTA Atlantis Facility Construction	-	5.2	5.2
Alameda	Oakland Alameda Access Project	11.9	23.5	35.3
Alameda	Purchase of 10 Zero-emission Buses	-	13.1	13.1
Alameda	Village Parkway Complete Streets Improvements	-	9.2	9.2
Contra Costa	St Mary's Rd Multimodal Safety Improvements	-	10.5	10.5
San Francisco	New Flyer Midlife Overhaul - Phase III	-	45.6	45.6
San Francisco (MTC Prog.)	New Flyer Midlife Overhaul - Phase III	-	18.3	18.3
San Mateo	Highway 1/Manor Drive Overcrossing Improvement Project	-	5.0	5.0
San Mateo	US 101 Managed Lanes – Route 380 to SF County Line	1.7	29.0	30.7
Santa Clara	Central Bikeway	-	8.5	8.5
Santa Clara	I-280/Wolfe Interchange	-	6.0	6.0
Santa Clara	Silicon Valley Express Lanes Program - Phase 4 Civil	-	36.5	36.5

County	Project Name	2022 RTIP Prog. Amount	2024 RTIP Prog. Amount	Total RTIP Prog.
Santa Clara	Silicon Valley Express Lanes Program - Phase 4 ETS	-	11.7	11.7
Santa Clara (MTC Prog.)	Story-Keyes Bikeway Project	-	27.7	27.7
Sonoma	SR 121/8th St. East Intersection Imps	-	6.5	6.5
Sonoma	US 101 Corridor Landscaping N of MSN	-	9.0	9.0

Attachment 2 to this memo includes two charts that summarize the proposed 2024 RTIP based on mode for each county and the overall project type summary.

2024 STIP Fund Estimate

The 2024 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2027-28 and FY 2028-29. No new capacity is identified for the first three years. Due to the lack of new capacity in the early years of the STIP, CTC may delay projects with cost increases that are currently programmed in the first three years of the STIP to the last two years of the STIP.

Housing Incentive Pool (HIP) Programming Update

MTC set aside \$46 million in RTIP funds to support the Housing Incentive Pool (HIP) Program. MTC staff propose programming the \$46 million as part of the 2024 RTIP to two projects that will free up other funds to benefit the HIP Program. Specifically, programming \$27.7 million in RTIP funds to San Jose’s Story-Keyes Bikeway project will free up the same amount in One Bay Area Grant (OBAG3) funds for HIP, while \$18.3 million of the RTIP amount proposed for San Francisco’s New Flyer Midlife Overhaul - Phase III project will free up the same amount in San Francisco Proposition L funds for HIP. Further discussion of the HIP Program is part of item 2h on this month’s Programming and Allocations Committee agenda.

Remaining Commitments

Through previous RTIPs, MTC has committed funding to various projects and programs. MTC memorialized these priorities in the RTIP Policies and Procedures. Transit projects have been a

significant beneficiary of these commitments. San Francisco continues to prioritize transit projects in their programs. These commitments are addressed as part of the new funding in the 2024 RTIP. Table 2 below summarizes the remaining commitments and their status.

Table 2: Remaining RTIP Commitments (\$millions)

County	Original Project	Current Commitment	Current Amount	2024 RTIP	Remaining Balance
Alameda	Caldecott Tunnel (ARRA Exchange)	Housing Incentive Pool (HIP) Program*	\$2.0	\$2.0	\$0
Contra Costa	Caldecott Tunnel (ARRA Exchange)	Housing Incentive Pool (HIP) Program*	\$29.0	\$29.0	\$0
San Francisco	Central Subway	MTA Light Rail Restoration Program**	\$32.8	\$17.1	\$15.7
San Francisco	Presidio Parkway (Doyle Drive)	MTC Regional Operations (FPI, CDI, Express Lanes)	\$31.0	\$0	\$31.0
San Francisco	Caltrain Downtown Extension	SFMTA New Flyer Phase III Project to Facilitate SF Prop L Fund Swap***	\$17.8	\$17.8	\$0
Sonoma	US-101 Marin- Sonoma Narrows	OBAG 2 Exchange	\$3.4	\$0^	\$3.4
Region- wide	Improved Bike/Ped Access to Bay Bridge	Housing Incentive Pool (HIP) Program*	\$15.0	\$15.0	\$0
Total			\$131	\$80.9	\$50.1

Notes on Table 2:

* MTC Resolution No. 4398 directs these funds to the Housing Incentive Pool (HIP) Program.

** Since Central Subway is already under construction, San Francisco CTA will program its RTIP commitment to other SFMTA projects to free up locally-controlled funds as payback to Central Subway.

***San Francisco County elected to deviate from the original commitment plan, in favor of the Caltrain Downtown Extension to Transbay Transit Center project over the remaining commitments to the Central Subway and the Bay Area Forward/Express Lane Program projects.

^ Staff recommends delaying Sonoma's repayment to advance the SR 121/8th St. East Intersection Improvements project near Schellville.

Senate Bill 1 Competitive Programs

Two projects are being proposed in the 2024 RTIP to match proposed 2024 Cycle 4 SB1 competitive program nominations. The Alameda County Transportation Commission (ACTC) proposes \$35.3 million for the Oakland Alameda Access project; San Mateo County Transportation Authority (SMCTA) proposes \$30.7 million for the US 101 Managed Lanes – Route 380 to SF County Line project. Note that programming STIP funds to these SB1 candidate projects does not prejudice MTC's SB1 project selection process, expected in Spring 2024.

Contingency Projects for RTIP Match on SB1 Competitive Program Nominations

If a 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 2024 RTIP includes important investments in bicycle and pedestrian infrastructure. Specifically, 13% or approximately \$52 million will go towards transformative projects aimed at enhancing bike and pedestrian infrastructure. Most notably in Santa Clara County, \$28 million for the City of San Jose's Story-Keyes Bikeway Project and \$8 million for Santa Clara Valley Transportation Authority's (VTA) Central Bikeway Project. Both projects will include a range of elements such as raised Class IV bikeways, high visibility crosswalks, protected intersections, curb extensions, bike boxes, two-stage turn boxes, and where feasible bus boarding islands. The proposed RTIP programming also leverages a \$3.7 million Cycle 6 Regional Active Transportation Program (ATP) grant for the Story-Keyes project.

Transit Program Investments

The 2024 RTIP includes one new major transit project focused on maintaining aging transit assets in a state of good repair. The San Francisco County Transportation Authority (SFCTA) proposes \$63.8 million for the New Flyer Midlife Overhaul - Phase III project. The project contributes to the region’s “fix it first” goal – maintaining the region’s existing transportation assets in a state of good repair and will perform midlife overhauls on one hundred (100) 40-foot and 60-foot electric trolley or motor coaches. Staff will request that CTC program state-only Public Transportation Account (PTA) funds for the New Flyer Midlife Overhaul - Phase III project in order to leverage anticipated Federal Transit Administration (FTA) funds.

Interregional Transportation Improvement Program

The 2024 STIP Fund Estimate identifies \$312 million in new programming capacity for Caltrans’s Interregional Transportation Improvement Program (ITIP) – which represents a quarter of the total STIP. Caltrans proposes programming \$4.4 million to the Bay Skyway Phase 1 - West Oakland Link project and \$4.9 million to the Bay Skyway Phase 1 – Yerba Buena Island Multi Use Pathway project. The 2024 ITIP investments to these projects will create a walking, cycling, e-bike, and electric ferry connection and reduce congestion on the Bay Bridge. While other projects in the ITIP support interregional travel in the Northern California mega region, these are the only proposed ITIP projects within the Bay Area.

Upcoming Actions

MTC will submit the 2024 RTIP to the California Transportation Commission in December 2023. CTC will hold two hearings on the STIP in early 2024 and will release staff recommendations in late February 2024. CTC is scheduled to adopt the 2024 STIP, of which MTC’s RTIP is a part, on March 21, 2024.