Date: September 24, 2025
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4728

This resolution adopts the policies, procedures, and program of projects for the 2026 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Attachment A – Policies and Procedures for the 2026 RTIP (with appendices)
Attachment B – 2026 RTIP Program of Projects
Attachment C – STIP Amendment / Extension Rules and Procedures

Further discussion of these actions is contained in the summary sheet to the MTC Programming and Allocations Committee dated September 10, 2025.

Date: September 24, 2025
W.I.: 1515
Referred by: PAC

RE: Adoption of 2026 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4728

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2026 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2026-27 through 2030-31; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2026 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2026 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 14, 2025; and

WHEREAS, the 2026 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2026 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2026 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, Collectively known as the Bay Area County Transportation Agencies (CTAs), to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2026 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 24, 2025.

2026
Regional Transportation Improvement Program

Policies and Procedures
September 24, 2025

MTC Resolution No. 4728
Attachment A

Metropolitan Transportation Commission
Funding Policy and Programs Section
http://www.mtc.ca.gov/our-work/fund-invest

2026 RTIP
Regional Transportation Improvement Program
Policies and Procedures
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2026 Regional Transportation Improvement Program (RTIP)
Policies and Procedures

Background

The State Transportation Improvement Program (STIP) provides funding for transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional STIP project priorities for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding and is due to the California Transportation Commission (CTC) by December 15, 2025. The 2026 STIP will include programming for the five fiscal years from 2026-27 through 2030-31.

2026 RTIP Development

The following principles will frame the development of MTC's 2026 RTIP, the region's contribution to the 2026 STIP.

- MTC will work with CTC staff, each Congestion Management Agency and Countywide Transportation Planning Agency, collectively known as the Bay Area County Transportation Agencies (CTAs), transit operators, Caltrans, and project sponsors to prepare the 2026 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and be consistent with its improvements and programs.
    * MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meet a regional objective.
    * MTC will continue to work with CTAs, transit operators, Caltrans, and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, Grant Anticipation Revenue Vehicles (GARVEE) financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
    * Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support the aggregation of county share targets to deliver ready-to-go projects in the region. CTAs that submit a list exceeding their county share must identify and prioritize projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2026 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP/SCS Consistency

Plan Bay Area 2050, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), lays out a vision of what the Bay Area land use patterns and transportation network could look like in 2050. An objective of *Plan Bay Area 2050* is to encourage and promote the safe and

efficient management, operation, and development of a regional intermodal transportation system that will serve the mobility needs of people and goods. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Improvement Program (RTIP) funds must be responsive to the strategies and goals of the Plan. MTC adopted *Plan Bay Area 2050* in October 2021. New projects submitted for RTIP consideration must be included in the current RTP and should include a statement addressing how the project meets the current and new RTP strategies and goals.

Local Plans
Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2026 STIP Guidelines were adopted on August 14, 2025. The MTC 2026 RTIP Policies and Procedures include all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip or https://catc.ca.gov/programs/state-transportation-improvement-program. All CTAs and project sponsors must follow the MTC and CTC STIP Guidelines in the development and implementation of the 2026 RTIP and 2026 STIP.

2026 RTIP Development Schedule

Development of the 2026 RTIP under these procedures will be done following the schedule outlined in Appendix A-1 of these policies and procedures.

RTIP County Share Targets

Appendix A-2 of the Policies and Procedures provides the county share targets for each county for the 2026 RTIP. Each county's project list, due to MTC in draft form by October 1, 2025, should be constrained within these county share limits. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) defines the range of projects that are eligible for consideration in the RTIP. Eligible projects include state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian and bicycle facilities, grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety projects.

RTIP Project Solicitation

Each CTA is responsible for soliciting projects for its county share of the RTIP where the county target is greater than $0. The CTA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding. If the CTA does not

conduct a solicitation of projects, that CTA must provide justification to MTC that conforms to the public involvement process described in the next section and approved by that CTA's governing body.

Public Involvement Process

MTC is committed to having the CTAs as full partners in the development of the RTIP. That participation likewise requires the full commitment of the CTAs to a broad, inclusive public involvement process consistent with MTC's adopted Public Participation Plan (available online at http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan) and federal regulations, including Title VI of the Federal Civil Rights Act of 1964. Federal regulations call for active outreach and public comment opportunities in any metropolitan planning process, and such opportunities are an important step in any project selection process for the RTIP. CTAs shall document their public involvement opportunities, including how they included communities covered under Title VI, and submit the documentation along with their list of candidate projects.

RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2026 RTIP, all projects' funding is subject to be a mix of federal and state funds and may require federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

Regional Set-Aside Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding at the time, MTC programmed $31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the $31 million, $29 million came from Contra Costa's STIP county share, and $2 million from Alameda's STIP county share. Further, in 2012, MTC programmed $15 million to the Improved Bicycle/Pedestrian Access to the San Francisco-Oakland Bay Bridge project from a portion of each county's STIP share (from former Transportation Enhancement (TE) funds). To address the lack of funding in the 2016 STIP, MTC de-programmed both the $31 million and $15 million commitments to regional projects (total $46 million).

For the 2024 RTIP, MTC programmed these funds to two projects, thereby freeing up other local and federal funds to expedite project delivery for future projects programmed in the Housing Incentive Pool (HIP) Program (see next section). Retaining the 2024 programming for these two projects has the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

Housing Incentive Pool (HIP) Program

On October 24, 2018, MTC approved Resolution No. 4348, which establishes the framework and qualifying criteria for the Housing Incentive Pool (HIP) Program, an incentive program to reward Bay Area local jurisdictions that produce or preserve the most affordable housing. As part of the 2018 RTIP, MTC Resolution No. 4308, MTC augmented the OBAG 2 Housing Production Incentive challenge grant program, MTC Resolution No. 4202, with $46 million of the regional set-aside RTIP funds identified in the regional set-aside programming section.

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 another project with a full funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require a match to come from the RTIP 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.

County Programming Priorities

Alameda County

Alameda County Transportation Commission (ACTC) Resolution No. 14-007 (Revised) identifies RTIP funds as a source to meet ACTC's $40 million commitment to AC Transit's East Bay Bus Rapid Transit (BRT) project. Further, Commission action for the Regional Measure 2 (RM2) Strategic Plan in May 2014, and the March 2015 RM2 allocation to AC Transit for the BRT project require that ACTC commit the RTIP or other funds for the BRT project to retire the BRT commitment. ACTC programmed $13.1 million to complete this commitment, and MTC expects ACTC to retain the programming for the Purchase 10 Zero Emission Buses project as a part of the 2026 RTIP. MTC reserves the right to program funds directly from Alameda County's STIP share if no other fund source is identified.

San Francisco County

MTC Resolution No. 3925, Revised, which guides the programming and policies for the first cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding, advanced $34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, $31 million of San Francisco's STIP share shall be reserved for Bay Area Forward/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining commitment to the Central Subway project (about $15.7 million). Pursuant to MTC Resolution No. 4272 Revised, Attachment E, San Francisco must program $16 million of the remaining balance to Transit Capital Priorities program-eligible projects to honor commitments to the Central Subway. MTC accepted a $3 million reduction in San Francisco's commitment towards the STP/CMAQ advance as a part of the 2022 RTIP, in lieu of an additional MTC funding commitment and in support of the Caltrain Downtown Extension project, conditioned

upon the San Francisco County Transportation Authority allocating an equivalent amount of funds for this purpose.

As a part of the final 2024 RTIP project submittal, 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. The Caltrain Downtown Extension to Transbay Transit Center project team must demonstrate a full funding plan for the project as a prerequisite for meeting the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) engineering phase requirements. MTC recognized this change as an efficient use of available programming capacity, since MTC had not identified a project that could meet the STIP's timely use of funds provisions at the time.

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	2024 RTIP Programming	Remaining RTIP Commitment
1st	Caltrain Downtown Extension to Transbay Transit Center	28,000	10,153	17,847	0
2nd	Central Subway	92,000	59,220	17,080	15,700
3rd	Bay Area Forward/Express Lane Program projects	34,000	-		~~34,000~~ 31,000
Total		**154,000**	**69,373**	**34,927**	**46,700**

All numbers in $1,000s

Sonoma County
MTC Resolution No. 4328, which established a funding exchange agreement with the Sonoma County Transportation Authority (SCTA), 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 STIP share shall be reserved for MTC-identified priority projects. Sonoma shall commit these funds after programming PPM funds.

Regional Advance Mitigation Program (RAMP)
As a part of *Plan Bay Area 2050* and through MTC Resolution No. 4290, MTC identified the Regional Advance Mitigation Program (RAMP) as a mitigation strategy for the Bay Area. RAMP would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. MTC strongly encourages counties to program

RTIP funds to implement RAMP, especially in counties that have an approved Regional Conservation Investment Strategy (RCIS). RAMP activities could include purchasing mitigation land bank credits, establishing a greenfield mitigation site, contributing to an existing Habitat Conservation Plan, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Appendix A-2 identifies PPM amounts each county may program. As agreed with the CTAs, MTC will program a portion of each county's PPM for regional PPM activities each year, beginning with a base amount of $500,000 in FY 2005-06, escalated 3.5% annually through FY 2024-25. Beginning in FY 2025-26 MTC reduced the escalation rate to 2% annually. MTC's currently programmed amounts for regional PPM activities in FY 2026-27 through FY 2028-29 will not change in the 2026 RTIP; the CTAs may choose to redistribute their county portion of the PPM funds programmed in the current county share periods. Due to county share period restrictions, new PPM amounts may only be programmed in the amounts and years identified in Attachment 2.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CTA. The Department should also identify any additional state highway improvement needs within the county that could be programmed within 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CTA within the timeframe and deadline prescribed by the applicable CTA. In addition, the Department must also provide a list of projects and funding amounts for projects currently planned on the State Highway System over the 2026 STIP period to be funded with local and regional funds.

Title VI Compliance

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low-income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice are critical to both local and regional decisions. The CTA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) Architecture. The San Francisco Bay Area Regional ITS Architecture is a roadmap for integrated and collaborative ITS projects in the Bay Area over the next 10 years and beyond. The ITS Architecture provides the knowledge base necessary to make the most out of technological advances for planning and deployment of intelligent transportation systems that are connected and standardized across the region and beyond.

MTC, state, and federal agencies require projects funded with federal highway trust funds to meet applicable ITS Architecture requirements. Since the 2006 RTIP, MTC requires all applicable projects to conform to the regional ITS architecture. Through the online Fund Management System (FMS) application process, 2026 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/its-architecture.

MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area 2050* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC requires all applicable RTIP projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

As set forth in MTC Resolution No. 4104, for any jurisdiction in which MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will consider suspending fund programming actions for STIP funding until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational, and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new STIP funding for that county. STIP projects that do not meet the provisions of MTC Resolution No. 4104 are subject to de-programming from the federal TIP.

Regional Communications Infrastructure

MTC Resolution No. 4104, Traffic Operations System Policy, requires the installation and activation of freeway traffic operations system elements. To facilitate implementation of technology-based strategies focused on enhancing safety, mobility and economic vitality of communities, and to expand interoperability among partner agencies, projects must install fiber communications conduit infrastructure if project limits overlap with a proposed project in the final 2019 Regional

Communications Strategic Investment Plan, when both financially feasible and consistent with goals stated in the Bay Area Regional Communications Infrastructure Plan.

Projects proposed for programming in the 2026 RTIP, seeking funds for environmental or plans, specifications, and estimates (PS&E) phases, should consider incorporating communications infrastructure into project design, ideally at the project scoping phase, leading to programming. A checklist of technical recommendations is listed in the final 2019 Regional Communications Infrastructure Plan (available at the MTC website at https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network). For future RTIP funding commitments on new projects, project sponsors should work with Caltrans and MTC to identify the appropriate communications component to support the completion of the regional communications network throughout the Bay Area. A project is considered "new" if it does not have an approved Project Study Report or applicable scoping document as of December 15, 2025.

Bay Area Forward and Regional Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations and advanced technology improvements, and transportation demand management recommendations resulting from MTC's Bay Area Forward (BAF). Additionally, projects on the State Highway System proposed for programming in the 2026 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network. For new RTIP funding commitments on the Regional Express Lane Network, the CTAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of general purpose/High-Occupancy Vehicle (HOV) lanes to express lanes if identified.

Bay Area Interregional Transportation Improvement Program (ITIP) Priorities

In order to support Caltrans District 4 in successfully programming ITIP projects in the Bay Area, MTC worked with the CTAs and District to formulate four guiding principles for prioritizing ITIP projects consistent with the 2021 ITSP. The principles are:

- Support high-cost-benefit ratio projects on the State Highway System
- Support HOV lane gap closures, with emphasis on those that support the Regional Express Lane Network
- Support high-speed rail early investments and intercity/commuter rail
- Support future goods movement and trade corridors

These principles are consistent with *Plan Bay Area 2050* assumptions. Before the adoption of the 2028 RTIP, MTC will work with Caltrans District 4 and the CTAs to update these principles to more closely align with the Climate Action Plan for Transportation Infrastructure (CAPTI) framework, the 2021 Interregional Transportation Strategic Plan (ITSP), and the 2022 ITSP Addendum.

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict, or reprogram funds or allocations*. Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal in establishing Res. 3866 was to incorporate detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

MTC Resolution No. 4530 Compliance – Transit-Oriented Communities Policy

On September 28, 2022, MTC adopted Resolution No. 4530, establishing the Transit Oriented Communities (TOC) Policy to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but also are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work and access services.

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. The TOC Policy applies to existing and planned fixed-guideway transit stations and stops served by key rail, ferry, and bus rapid transit services. 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 for a project phase. 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.

Accommodations for Bicyclists, Pedestrians, and Persons with Disabilities

Federal, state, and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 37 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." In addition, MTC's Resolution No. 3765 requires project

sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 37".

In selecting projects for inclusion in the RTIP, the CTAs and project sponsors must consider federal, state, and regional policies and directives regarding non-motorized travel, including, but not limited to, the following:

Federal Policy Mandates
The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes several clear statements of intent and provides best practices concepts as outlined in the US DOT "Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations" (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

State Policy Mandates
The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan must consider all users.

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction, and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64, states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates
All projects programmed during the RTIP must consider the impact on 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, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Active Transportation Network. Guidance on considering active transportation can be found in MTC's Regional Active Transportation Plan and Caltrans Deputy Directive 37. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's website at:

https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan.

To be eligible for RTIP funds, a local jurisdiction with local streets and roads must have either a complete streets policy or resolution, or general plan updated after 2010, that complies with the Complete Streets Act of 2008 prior to January 31, 2016. Further information is available online at: https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county shares. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service, and the State Treasurer is responsible for making the debt service payments for these projects. In the 2026 STIP, CTC will consider new GARVEE projects via STIP amendment only, and not during the 2026 STIP adoption process.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of locally-controlled funds. With the concurrence of the appropriate CTA, MTC, the California Transportation Commission, and Caltrans, one or more replacement state transportation projects shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region. In the 2026 STIP, CTC will consider new AB 3090 requests via STIP amendment only, and not during the STIP adoption process. Sponsors wishing to use AB 3090s for their projects should

contact MTC and CTC for inclusion in the AB 3090 Plan of Projects, which is updated on an as-needed basis.

SB 184 Advance Expenditure of Funds

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC cautions against the use of SB 184 since allocation of funds is not guaranteed. If pursued, sponsors risk expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CTA, MTC, and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CTA within 30 days of the contract award to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

Federal and State-Only Funding

In 2017, the state adopted SB1, which stabilizes the excise tax on gasoline and pegs it to adjust with inflation. Excise taxes are deposited into the State Highway Account, which also includes federal funds. While SB1 stabilized STIP revenues, Caltrans determines the funding split between state-only and federal funding for projects funded in the STIP. Therefore, projects programmed in the 2026 STIP may receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules if they are assigned federal funds.

Article XIX Compliance for Transit Projects

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. For existing and new projects to be programmed in the STIP, the project sponsor or the CTA must provide documentation that verifies the STIP transit project is either 1)

eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also, refer to the next section regarding "Matching Requirements."

Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the SHA to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Fund Code" notes section of the RTIP electronic Project Programming Request (ePPR) form and obtain approval from Caltrans through the state-only approval process as previously described. Caltrans has not identified any PTA capacity for the 2026 STIP. Therefore, the CTC will assume any Article XIX restricted STIP project will be funded with 100% federal funds using toll credits or have the appropriate local match.

Governor's Executive Orders

The STIP Guidelines adopted by the CTC recognize two executive orders by Governor Brown and Governor Newsom. First, in recognition of climate change, Executive Order B-30-15 (April 29, 2015), projects proposed for RTIP funds must consider the State's greenhouse gas emission reduction targets. Projects subject to a project-level performance evaluation are expected to include measures and analyses that address greenhouse gas emission reductions. Second, consistent with Executive Order N-19-19, the commission expects projects proposed in the ITIP to align with CAPTI in coordination with local and regional partners.

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Advance Project Development Element (APDE)

The 2026 STIP Fund Estimate does not identify funding for APDE. APDE funds may not be proposed in any year of the 2026 STIP.

Unprogrammed Shares

The counties and the region may propose to leave the county share of STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of their county share for future program amendments before the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to the availability of funds and may not be approved by the CTC until the next STIP programming cycle.

Countywide RTIP Listing

By October 1, 2025, each CTA must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by October 31, 2025, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects), details of projects completed since the last STIP, and appropriate project-level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2026 RTIP must meet all MTC project-screening criteria listed in Appendix A-3 of this guidance, including the planning and project readiness requirements.

RTIP Applications

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Appendix A-4 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the latest Electronic Project Programming Request (ePPR) forms provided by Caltrans for all projects. CTAs should submit ePPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically to upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should propose an amendment in MTC's FMS and submit a revised ePPR electronically.

STIP Performance Measures: Regional and Project-Level Analyses

The CTC continues to require performance measures in the RTIP and ITIP review process for the 2026 RTIP. According to the STIP Guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level.

In addition, the 2026 STIP Guidelines require a project-level performance measure evaluation on all projects with total project costs over $50 million or over $15 million in STIP funds programmed. The project-level evaluation should address performance indicators and measures listed in the 2026 STIP Guidelines (see Section 22, Part D). The evaluation should also include a Caltrans-generated

benefit/cost estimate, estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system, and estimated impact on greenhouse gas reduction efforts. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed that exceed $50 million in total project cost/$15 million in STIP programming. The CTAs are required to submit the project-level performance measures to MTC by the final application due date.

Completed Project Reporting

The 2026 STIP Guidelines require a report on all RTIP projects over $20 million in total project cost completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2023 to December 2025). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated before construction, compared with an estimate of the actual benefits achieved. The CTAs are required to submit the completed project reporting information to MTC by the final application due date.

Regional Projects

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CTAs for review. Regional projects will be considered for programming in the context of project priorities in other countries. MTC staff will work with the CTAs and project sponsors to determine the appropriate level of funding for these projects and negotiate county contributions to the project cost. County contributions would be based on population shares of the affected counties or other agreed-upon distribution formulas.

85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend the use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CTAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns, such as timely use of funds, are adequately addressed.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

SB 45 established strict, timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in the deletion of the project from the STIP and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606, Revised, details the Regional Project Delivery Policy for Regional Discretionary Funding, which is more restrictive than the State's

delivery policy. For instance, MTC expects STIP projects to request allocation of funds by January 31st of the programmed fiscal year. Further, MTC expects regular status reports from sponsors that will feed into the region's state allocation plan. See Attachment C to MTC Resolution No. 4603 for additional extension and amendment procedures.

Allocation of Funds - Requirements

To ensure there is no delay in the award of the construction contract (which CTC guidelines and MTC Resolution No. 3606 require within six months of allocation), STIP allocation requests for the construction phase of federally funded projects must be accompanied by the complete and accurate Request for Authorization (RFA) package (also known as the E-76 package). Concurrent submittal of the CTC allocation request and the RFA will minimize delays in contract award. Additionally, for the allocation of any non-environmental phase funds (such as for final design, right of way, or construction), the project sponsor must demonstrate that both CEQA and NEPA documents are completed and certified for federalized projects.

Notice of Cost Increase

For projects with a total estimated cost of over $25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increases greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit an updated ePPR form to the appropriate CTA and MTC. If a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e., landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CTA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Cost Escalation for Caltrans-Implemented Projects

CTC remains very critical of unexpected cost increases to projects funded in the STIP. To ensure the accuracy of amounts programmed in the STIP, MTC encourages CTAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditure until such information is provided. Project sponsors must also notify MTC and the appropriate CTA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CTA with a copy of the LPP-01-06 "Award Information for STIP Projects – Attachment A" form when it is submitted to Caltrans. This will assist MTC and the CTA in maintaining the regional project monitoring database and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

Appendix A-1: 2026 RTIP Development Schedule

METROPOLITAN TRANSPORTATION COMMISSION **2026 Regional Transportation Improvement Program** **Development Schedule (Subject to Change)** **September 24, 2025**	
March 21, 2025	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting)
May 16, 2025	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting)
June 27, 2025	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting)
June 2025	Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) discussion and review of the initial schedule for 2026 RTIP
June 30, 2025	Governor signs State Budget
July 2025	STIP Fund Estimate and Guidelines Workshop
August 15, 2025	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting)
September 3, 2025	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment.
September 10, 2025	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of the final proposed RTIP Policies and Procedures
September 24, 2025	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 1, 2025	BACTAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit the Complete Streets Checklist for new projects.
October 31, 2025	Final Project Programming Request (PPR) forms are due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (**Final Complete Applications due**)
December 3, 2025	Draft RTIP scheduled to be available for public review
December 10, 2025	PAC scheduled review of RTIP and referral to the Commission for approval
December 15, 2025	2026 RTIP due to CTC
December 17, 2025	MTC Commission scheduled approval of 2026 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
January/February 2026	CTC 2026 STIP Hearing – Northern California (TBD)
January/February 2026	CTC 2026 STIP Hearing – Southern California (TBD)
March 2, 2026	CTC Staff Recommendations on 2026 STIP released
March 19, 2026	CTC adopts 2026 STIP (CTC Meeting)

Appendix A-2: 2026 RTIP County Targets

2026 RTIP Fund Estimate County Targets

Metropolitan Transportation Commission

8/14/2025
All numbers in thousands
Amounts based on 2026 STIP FE (Aproved 8/14/2025)

Table 1: County Share Targets

FINAL	Through FY 2030-31 New Distrib.	Advanced, Carryover, and Lapsed	Regional Set-aside*	MTC PPM** FY 2029-30 & FY 2030-31	2026 STIP CTA Target***
Alameda	19,916	(8,664)		(384)	10,868
Contra Costa	13,618	0		(249)	13,369
Marin	3,499	(11,562)		(71)	0
Napa	2,276	(6,682)		(44)	0
San Francisco	9,887	0		(196)	9,691
San Mateo	9,860	36,767		(202)	46,425
Santa Clara	23,028	29,702		(448)	52,282
Solano	6,091	(10,654)		(118)	0
Sonoma	6,996	34	(3,400)	(141)	3,489
County Totals	**95,171**	**28,941**	**(3,400)**	**(1,853)**	**136,124**

Note: Counties with negative balance have a "$0" new share.
*Regional set-aside includes $3.4M from MSN B2 payback (SON)
**Assumes 2% Escalation Rate (reduced from 3.5%)
***Does not include new CTA PPM programming

Table 2: Planning, Programming, and Monitoring Amounts
FY 2026-27, FY 2027-28

	PPM Limit FY 2026-27 through FY 2027-28	MTC PPM FY 2026-27 through FY 2027-28	Programmed CTA PPM Current Share Period		PPM FY 2026-27 through FY 2027-28 CTA Share
			FY 2026-27	FY 2027-28	
Alameda	1,321	362	959		0
Contra Costa	1,090	235	427	428	0
Marin	67	67			0
Napa	189	41	74	74	0
San Francisco	837	184	326	327	0
San Mateo	808	190	309	309	0
Santa Clara	1,518	422	455	641	0
Solano	511	111	200	200	0
Sonoma	593	133	460		0
County Totals	**6,934**	**1,745**			**0**

Note: Counties may redistribute and program PPM share across both fiscal years

Table 3: Planning, Programming, and Monitoring Amounts
FY 2028-29, FY 2029-30, FY 2030-31

	PPM Limit FY 2028-29 through FY 2030-31	MTC PPM FY 2028-29 through FY 2030-31	Programmed CTA PPM FY29 to FY31			PPM Available for FY29 to FY31 CTA Share*
			FY 2028-29	FY 2029-30	FY 2030-31	
Alameda	1,739	570	557	0	0	612
Contra Costa	1,189	370	387	0	0	432
Marin	305	105	97	0	0	103
Napa	199	65	64	0	0	70
San Francisco	863	291	274	0	0	298
San Mateo	861	300	270	0	0	291
Santa Clara	2,011	666	0	0	0	1,345
Solano	532	175	170	0	0	187
Sonoma	611	210	192	0	0	209
County Totals	**8,310**	**2,752**	**2,011**	**0**	**0**	**3,547**

Note: Counties may redistribute and program PPM share across all fiscal years in the county share period
*CTA PPM share has not been subtracted from 2026 STIP CTA target identified in Table 1

2026 Regional Transportation Improvement Program
Policies and Procedures

Appendix A-3: 2026 RTIP Project Screening Criteria

Eligible Projects

A. Eligible Projects. SB 45 (Chapter 622, Statutes 1997) defined the range of projects that are eligible for consideration in the RTIP. Eligible projects include state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, grade separation, pedestrian and bicycle facilities, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety projects. Due to the current fund makeup of the STIP, sponsors should expect that all projects programmed in the STIP include a mix of state and federal funds.

Planning Prerequisites

B. RTP Consistency. Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and, where applicable, the RTP ID number.

C. CMP Consistency. Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.

D. PSR or PSR Equivalent is Required. Projects in the STIP must have a complete Project Study Report (PSR) or, for a project that is not on a state highway, a project study report equivalent or major investment study. This requirement intends to ensure that the project scope, cost, and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important considering the SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (PSR, or equivalent) of Appendix A-4: 2026 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

E. Escalated Costs. All projects will count against share balances based on their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (capital outlay support) are based on the annual escalation rate established by the Department of Finance. Local project sponsors may use

the state escalation rates or their rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits, and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW)
4. Construction, construction management, and engineering, including surveys and inspections." (CON)
   Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-SUP and CON-SUP).

The project sponsor/CTA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest $1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right-of-way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right-of-way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L). The CTC will not allocate PS&E, ROW, or CON funding until CEQA and NEPA (if federalized) documents are complete and submitted to CTC.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include any oversight fees within each project component cost, as applicable and as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component.

G. Minimum Project Size. New projects or the sum of all project components per project cannot be programmed for less than $500,000 for counties with a population over 1 million (from 2020 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and $250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:

(a) Funds used to match federal funds;
(b) Planning, Programming and Monitoring (PPM);
(c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
(d) Caltrans project support components not allocated by the Commission; and
(e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

Other exceptions may be made on a case-by-case basis.

H. Fiscal Years of Programming. The 2026 STIP covers the five-year period from FY 2026-27 through 2030-31. If a project will not be ready for allocation in a certain year, project sponsors should delay funds to a later year of the five-year STIP period.

Readiness Standards

I. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years beyond the end of the programmed fiscal year to expend pre-construction STIP funds. For construction, the sponsor will have six months to award a contract and three years to expend funds after project award. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.

J. Completion of Environmental Process. Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for federally-funded projects. Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming final design, right-of-way, or construction funds in the RTIP. Final CEQA documents (aside from Categorical Exemptions, or CEs) must be submitted to CTC prior to allocation. Additional information is available at: https://catc.ca.gov/programs/environmental.

K. Programming Project Components in Sequential STIP Cycles. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since project costs and, particularly, project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope, and schedule of the project are refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate how it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

L. Sequential Phasing. For most projects, the different project phases should be programmed sequentially in the STIP, i.e., environmental, design, right of way, and construction. Projects with significant right-of-way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals must not be programmed with the right-of-way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design,

right-of-way, or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

M. The Project Must Have a Complete Funding Commitment Plan. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Appendix A-4 - Part 1 of this guidance.

The CTC may program a project component funded from a combination of committed and uncommitted funds. Uncommitted funds may only be nominated from the following competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, or Trade Corridor Enhancement Program. All local projects requesting to be programmed with uncommitted funds must be accompanied by a plan for securing a funding commitment, explaining the risk of not securing that commitment, and a plan for securing an alternate source of funding should the commitment not be obtained. If the funding commitment is not secured with the adoption of these programs and alternative funding is not identified within six months, the projects will be subject to deletion by the Commission. Projects programmed by the Commission in the STIP will not be given priority for funding in other programs under the Commission's purview.

The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including STP, CMAQ, and Federal formula transit funds, the commitment may be made by Federal TIP adoption. For federal discretionary funds, the commitment may be made by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit complete funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated into the project application nomination sheets.

N. Field Review for Federally Funded Local Projects. One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review with Caltrans as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2026 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a reasonable faith effort to complete a project field review within 6 months of the project being included in the Transportation Improvement Program (TIP). For the 2026 STIP, Caltrans field reviews should be completed by September 1, 2026 for federal aid projects programmed in 2026-27 and 2027-28. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

Other Requirements

O. Availability for Audits. Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."

P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances. The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment and shall not be a condition for inclusion of other projects in the RTIP." Government Code Section 14529 (k) "... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department…"

Q. Premature Commitment of Funds. The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Local Assistance Procedures for SB 184 implementation.

R. State-Only Funding. The 2026 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CTA providing documentation verifying the county passed a measure allowing for the use of state-only State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federally funded fixed guideway transit projects.

S. Federal Transportation Improvement Program. All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of funding source. Project sponsors are encouraged to submit TIP amendment requests immediately following the inclusion of the project into the STIP by the CTC. The project listing in the TIP must include the total project cost by phase, regardless of the phase funded by the CTC. STIP projects using federal funds will not receive federal authorization to proceed without the project being listed correctly in the TIP.

T. Agency Single Point of Contact. Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CTA and MTC at the time of project application submittal. This shall also serve as the agency contact for all FHWA-funded projects.

2026 Regional Transportation Improvement Program (RTIP)

Appendix A-4: 2026 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2026 RTIP. The application consists of the following five parts and is available on the Internet (as applicable) at: http://www.mtc.ca.gov/funding/

1. Resolution of local support
2. Project Study Report (PSR), or equivalent
3. RTIP Electronic Project Programming Request (ePPR) form (must be submitted electronically)
4. Performance Measures Worksheet (if applicable)
5. Complete Streets Checklist (if applicable: check with CTA or on MTC's website, listed above)

Part 1: Sample Resolution of Local Support

Note: Use the latest version of the Resolution of Local Support at:
https://mtc.ca.gov/digital-library/13576-resolution-local-support-template-july-2023

RTIP Project Application

Part 2: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. A registered engineer must prepare the PSR or PSR equivalent and contain the proper approvals, including approval of the Executive Director, Deputy Director, Division Chief, or District Director of the nominating agency and the implementing agency. For a rail project where the implementing agency is Union Pacific or BNSF, their signature will not be required in a PSR equivalent. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements
PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	*https://dot.ca.gov/programs/design/manual-project-development-procedures-manual-pdpm*
Local Roadway a. rehabilitation b. active transportation project c. capacity increasing or other project	PSR for local rehabilitation PSR equivalent – project-specific study with detailed scope and cost estimate Active Transportation Projects may use a copy of their ATP application as a PSR equivalent.	In most cases, completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: Preliminary Environmental-- *https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm* then look in chapter 6 page 31. Field Review -- *https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm* then look in chapter 7 page 4.
Transit	State of California Uniform Transit Application	*https://dot.ca.gov/file-unavailable?filepath=http://dot.ca.gov/-drmt/docs/spstip/UTA_Application_rev111308.pdf*
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case-by-case basis

* In some instances, a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

RTIP Project Application

Part 3: Electronic Project Programming Request (ePPR) Form

Applicants are required to submit an electronic Project Programming Request (ePPR) form to be considered for funding from the 2026 RTIP.

The ePPR for new projects will be made available at the following location:
https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip

The ePPRs must also be submitted for existing projects and can be downloaded at the following location:
https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip

Part 4: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding $50 million or that have over $15 million in STIP funds programmed are required to submit a Performance Measure Worksheet.

The worksheet template is available at the following location:
https://catc.ca.gov/programs/state-transportation-improvement-program

Select the "2026 STIP Guidelines (PDF)" document. The summary of performance measures begins on page 10 and continues on page 57 of the guidelines, under "Appendix B: Performance Indicators and Measures".

Part 5: Complete Streets Checklist

Applicants are required to include the Complete Streets Checklist as presented to the local Bike and Pedestrian Advisory Committee with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available at the MTC website at https://mtc.ca.gov/planning/transportation/complete-streets.

Date: September 24, 2025
Attachment B
MTC Resolution No. 4728
Referred by: PAC

MTC 2026 Regional Transportation Improvement Program

(all numbers in thousands)

County	Agency	PPNO	Project	2026 RTIP Total	2026 RTIP Funding by Fiscal Year 26-27	27-28	28-29	29-30	30-31	Outside 31-32+	2026 RTIP Funding by Component PA&ED	PS&E	R/W	CON	R/W Sup	CON Sup
Alameda County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Alameda County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
Contra Costa County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Contra Costa Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
Marin County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Marin County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
Napa County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Napa County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
San Francisco County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			San Francisco County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
San Mateo County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			San Mateo County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
Santa Clara County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Santa Clara County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
Solano County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Solano County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
Sonoma County Shares																
				0	0	0	0	0	0	0	0	0	0	0	0	0
			Sonoma County Total	**-**	-	-	-	-	-	**-**	0	0	0	0	0	0
			2026 RTIP Total - Bay Area	**-**	-	-	-	-	-	**-**	**0**	**0**	**0**	**0**	**0**	**0**

#VALUE!

Project Category	# of Projects
State Highway	0
Local Road Non-Rehab	0
Local Road Rehab	0
Transit Non-Rehab	0
Transit Rehab	0
Bicycle/Ped	5
Other	0
TBD	0
Total	5

Date Printed: