Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 3b-26-0595**

MTC Resolution No. 4768. Adoption of the RM3 Safe Routes to Transit & Bay Trail (SR2TBT) Grant Program – Cycle 2 Guidelines.

Subject:

Adoption of the proposed Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) Cycle 2 competitive grant program guidelines.

Background:

Bay Area voters approved RM3 on June 5, 2018. In December 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the three $1.00 increases on January 1, 2019, January 1, 2022, and January 1, 2025, respectively.

RM3 provides $150 million for a competitive grant program to support bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Metropolitan Transportation Commission (MTC) is listed as the project sponsor and is responsible for administering a competitive grant program for the funds. MTC Resolution No. 4404, Revised, establishes policies and procedures guiding the delivery of capital projects funded by RM3. MTC Resolution 4768, as proposed, would establish the policies, procedures, and project selection criteria for the second cycle of the SR2TBT program.

Guidelines Development

MTC staff developed the proposed guidelines for the second cycle of the SR2TBT program in collaboration with the active transportation and project delivery teams within MTC to ensure alignment with MTC priorities and advance the objectives of *Plan Bay Area 2050+*. Staff also presented program information and solicited input from partner agencies through the Active Transportation Working Group, Local Streets and Roads Working Group, Programming and Delivery Working Group, Transit Finance Working Group, and a dedicated guidelines development workshop hosted in May 2026 to develop the proposed guidelines. The proposed program guidelines build upon the first cycle of the SR2TBT program approved under MTC

Resolution No. 4639, Revised, and incorporate revisions informed by applicant feedback and partner engagement.

Cycle 2 Program Structure

The proposed structure for the second cycle of the SR2TBT program remains generally consistent with the framework previously adopted by the Commission in the first cycle of the program under MTC Resolution No. 4639, Revised. The first cycle programmed $75 million of the $150 million identified within the RM3 SR2TBT programmatic category; staff recommend making the remaining $75 million available for the second cycle and include state fiscal years 2026-27 through 2030-31 for programming. Should project savings or project cancellations occur from projects selected in either cycle, staff may recommend a third competitive cycle to utilize any remaining available funds.

All projects proposed for funding through the SR2TBT program will continue to be selected through a competitive process by an internal and external partner evaluation committee. All selected projects must support one or more of the program's goals: improving bicycle and pedestrian access to transit facilities, enhancing the Bay Trail network, and reducing congestion along state-owned toll bridge corridors. Eligible project types include infrastructure projects, plans, infrastructure projects with non-infrastructure components, and quick-build style projects. Staff recommend continuing to prioritize transformative active transportation projects and construction-ready projects and maintaining the $3 million quick-build project target established in cycle one.

Highlighted Program Updates

In addition to maintaining the core program structure, staff conducted internal and external outreach to identify areas for refining and streamlining the program guidelines and application. Based on feedback received, staff recommends revising the application questions and scoring framework to reduce redundancies and place greater emphasis on the program's core goals. While refinements to the scoring criteria and application questions are proposed, staff recommend maintaining the overall maximum score of 100 points. The full list of application questions and the maximum number of points available for each question are listed below, and

the full descriptions of each evaluation criterion are included in the Cycle 2 SR2TBT Guidelines attached to this memo.

Evaluation Criteria	**Cycle 2 Maximum Points**	**Change from Cycle 1**
Safety Countermeasures	15	-
Public Transportation Accessibility	15	+5
Support of the Bay Trail Network	15	+5
Demonstrated Project Need	10	-5
Active Transportation Network/Bay Trail Gap Closure	10	New question
Local Engagement and Support	7	-
Toll Bridge Corridor Congestion Relief	5	-5
Consistency with Regional Priorities and Planning efforts	5	-2
Benefit to Equity Priority Communities	5	-
Leveraged Funding	5	-
Design Alternatives Analysis	3	-4
Completion of Environmental Phase	3	-
Multi-Jurisdiction Sponsorship	2	-
Multi-Modal Improvements	0	Delete
Deliverability	0 or -3	-
Totals	**100**	

Schedule

Upon the Commission's approval of MTC's SR2TBT Guidelines, MTC will issue a call for projects for the program. Project sponsors must complete an application for each project proposed for funding in the SR2TBT program. Applications for the SR2TBT program are due to MTC by October 5, 2026. MTC staff will recommend programming projects for the SR2TBT program in early 2027 via an amendment to MTC Resolution No. 4768.

Issues:

None.

Recommendations:

1. Refer MTC Resolution No. 4768 to the Commission for approval.
2. Direct staff to release a call for projects consistent with the guidelines.

Attachments:

- MTC Resolution No. 4768
  - Attachment A
  - Attachment B
- Presentation

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