

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 12, 2024

Agenda Item 3c-24-0640

**MTC Resolution No. 4639**

---

**Subject:**

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

**Background:**

Bay Area voters approved RM3 on June 5, 2018; on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first and second dollars of the toll increase on January 1, 2019, and January 1, 2022, respectively.

RM3 provides \$150 million in funding for a competitive grant program to fund 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 to guide the delivery of capital projects funded by RM3. MTC Resolution No. 4639 as proposed, would establish MTC's policies, procedures, and project selection criteria specific to the SR2TBT program.

**Guidelines Development**

MTC staff developed the proposed guidelines for the SR2TBT program in close collaboration with active transportation and project delivery teams within MTC to ensure consistency with MTC priorities and to 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, and a dedicated guidelines development workshop hosted in April 2024 to develop the proposed program guidelines. The current program guidelines fundamentally reflect the Safe

Routes to Transit program as developed under Regional Measure 2 with an added emphasis on Bay Trail projects to reflect the program's intent under RM3.

### **Program Structure & Highlighted Program Guidelines**

The SR2TBT program will consist of two cycles, with the potential for a third should any unprogrammed balances be available. Each cycle will have a base funding of \$50 million, with an additional \$25 million reserved for a transformative active transportation project. If MTC does not select a transformative project or fully program the available \$25 million in cycle 1, that amount will roll over to the next cycle, increasing the transformative funding amount to \$25 million plus any unprogrammed funds. Furthermore, if there are project cancellations or savings in the first two cycles, or if the MTC does not allocate the remaining transformative funding in the second cycle, MTC may hold a third competitive cycle to utilize any remaining funds. The call for projects for the first cycle of the SR2TBT program will occur on July 1, 2024 and will cover state fiscal years 2024-25, 2025-26, 2026-27, and 2027-28 for programming. Staff anticipates the call for projects for the second cycle of the program will occur in the summer of 2026 and cover state fiscal years 2026-27, 2027-28, 2028-29, and 2029-30 for programming. All projects eligible for programming must be selected through a competitive process and meet one or more SR2TBT program goals. Eligible projects for the SR2TBT program include infrastructure, plans, infrastructure projects with non-infrastructure components, and quick-build projects.

#### *Prioritization of Transformative Active Transportation Projects*

MTC staff recommends prioritizing transformative active transportation projects in the SR2TBT program. Staff defines a transformative project as a capital project that holds the potential to dramatically enhance the active transportation built environment and increase active transportation use within the Bay Area. Transformative projects should aim to significantly impact how people move by prioritizing modes like walking, cycling, and other non-automobile forms of travel. Elements of a transformative project should include an emphasis on creating safer routes for pedestrians and cyclists, mitigating existing safety concerns or establishing new secure routes for users, increasing accessibility by connecting to essential community resources, and aspiring to influence regional travel patterns by promoting healthier, more sustainable ways of travel.

*Quick Build Projects Target*

Staff also recommend establishing a target of \$3 million or greater per cycle of SR2TBT program funds for quick-build projects. The goal of the target is to encourage quick-build and quick-build-style project applications throughout the region that will implement interim capital infrastructure improvements that advance the goals of the SR2TBT program. If the \$3 million target is not met based on score order, quick-build projects that score five or fewer points under the lowest-scoring funded project may be added to the program recommendations list to meet the target.

**Consistency with MTC Regional Policies & Project Selection Criteria**

To maintain alignment with other MTC planning initiatives, staff recommend prioritizing SR2TBT program projects that offer clear benefits in improving real and perceived safety for active transportation users, increasing access to public transportation, reducing congestion on state-owned toll bridge corridors, and enhancing the Bay Trail Network. Priority should also be given to projects that further regional objectives, including those outlined in MTC's Regional Project Delivery Policy, Complete Streets Policy, Transit-Oriented Communities and Development Policies, and other relevant regional discretionary funding program policies such as the One Bay Area Grant (OBAG 3) Program, Regional Transportation Improvement Program (RTIP), and the Regional Active Transportation Program (ATP). Staff also recommend that applications should be reviewed and evaluated by a multidisciplinary evaluation committee composed of MTC staff and external partners. Staff developed the following criteria and score structure for the evaluation committee to rank the proposed projects based on applicant responses:

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
Safety Countermeasures	15
Demonstrated Project Need	15
Bay Trail Nexus	10
Toll Bridge Corridor Nexus	10
Public Transportation Accessibility	10
Project Design Elements	7
Consistency with Regional Priorities and Planning Efforts	7
Demonstrated Local Engagement & Support	7

Benefits to MTC Equity Priority Communities	5
Leveraged Funding	5
Multi-Modal Project Scope	4
Completion of Approved Environmental Document	3
Multi-Jurisdiction Project Sponsorship	2
Deliverability Determination	0 or -3
<b>Total</b>	<b>100</b>

Full descriptions of the criteria are outlined in the SR2TBT program guidelines attached to this memo.

**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 September 30, 2024, after the Statewide and Regional ATP application deadline. MTC staff will recommend programming projects for the SR2TBT program in early 2025 via an amendment to MTC Resolution No. 4639.

**Issues:**

None.

**Recommendations:**

1. Refer MTC Resolution No. 4639 to the Commission for approval.
2. Authorize a call for projects consistent with the guidelines.

**Attachments:**

- Attachment A – MTC Resolution No. 4639
  - Attachment A
  - Attachment B



---

Andrew B. Fremier