Date: June 24, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4768

This resolution adopts the program guidelines for the Safe Routes to Transit and Bay Trail Program (SR2TBT) Cycle 2 as included in Regional Measure 3 (RM3 Project 4).

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
Attachment B – 2027 SR2TBT Program of Projects

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated June 10, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

RE: Adoption of the Regional Measure (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT) Cycle 2 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4768

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, the San Francisco Bay Trail/Safe Routes to Transit Program is identified as capital project number 4 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the program sponsor of the Safe Routes to Transit and Bay Trail Program; and

WHEREAS, MTC has developed, in cooperation with operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the San Francisco Bay Trail/Safe Routes to Transit Program Cycle 2; and

WHEREAS, MTC will assemble a multidisciplinary evaluation panel to evaluate and recommend candidate Safe Routes to Transit and Bay Trail Program projects for MTC inclusion in the Program of Projects; and

WHEREAS, the Safe Routes to Transit and Bay Trail Program is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC hereby adopts the attached guidelines for the implementation of the RM3 Safe Routes to Transit and Bay Trail Program Cycle 2 as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC hereby adopts the Safe Routes to Transit and Bay Trail Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial changes as deemed appropriate to implement the Safe Routes to Transit and Bay Trail Program.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 24, 2026.

Safe Routes to Transit & Bay Trail Program (SR2TBT) Cycle 2

Guidelines

MTC Resolution No. 4768
Attachment A

June 24, 2026

Metropolitan Transportation Commission
Funding Policy and Programs Section
http://mtc.ca.gov/funding

Safe Routes to Transit and Bay Trail Program
Cycle 2 Guidelines
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Safe Routes to Transit and Bay Trail Program Guidelines

Background

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and 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 Safe Routes to Transit & Bay Trail (SR2TBT) program. MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. MTC Resolution No. 4639 establishes MTC's policies, procedures, and project selection criteria specific to the SR2TBT program. This document serves as MTC's Safe Routes to Transit and Bay Trail Program Cycle 2 Guidelines.

Development Principles

The following principles will frame the development of MTC's SR2TBT Cycle 2 program.

- MTC will work with Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested partners to develop the SR2TBT program.
- SR2TBT investments must advance the objectives of the Bay Area's current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- SR2TBT investments must adhere to the approved Regional Measure 3 Policies and Procedures established by MTC Resolution No. 4404.
- MTC will work with project sponsors to seek efficiencies and streamlining for delivering successful SR2TBT projects.
- MTC will not penalize applicants for previous project delivery issues outside the sponsor's control.

Consistency with MTC Regional Policies

MTC Resolution No. 4404 Compliance – Regional Measure 3 Policies and Procedures

MTC Resolution No. 4404 establishes the general provisions in the management of RM3 funding and establishes the policies and procedures to guide the delivery of capital projects funded by RM3. All projects programmed in the SR2TBT program shall comply with the capital program guidance outlined in Resolution No. 4404 and be managed where allocations are approved based on project sponsor need and readiness and funding availability in the bridge toll program. MTC's goal is to carry out the intent of the regional measure legislation and ensure that programs and projects are delivered.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

MTC Resolution No. 4404, as described above, establishes the timely use of funds and project delivery requirements for all the projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the timely use of funds and project delivery requirements outlined in MTC Resolution No. 4404. Missing critical

milestones could result in deleting the project from the SR2TBT program. Therefore, the timely use of funds deadlines must be considered when programming the various project phases in the SR2TBT. Further, MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding. Project sponsors must demonstrate and certify that they can meet all the deadlines for the timely use of funds policies as part of the financial plan included in the Initial Project Report for the various fund sources on the project. MTC encourages project sponsors to follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised.) All projects in the SR2TBT program are subject to the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), including adopting a Resolution of Local Support for selected projects before allocation. For additional information, refer to http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery.

MTC Resolution Nos. 4493 & 4739 Compliance – Complete Streets Policy and Transit Priority Policy for Roadways

MTC's Resolution No. 4493 sets forth MTC's Regional Complete Streets Policy for transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, especially people biking, walking, rolling, and taking transit. In addition to the Complete Streets Policy, MTC Resolution No. 4739 establishes the Bay Area Transit Priority Policy for Roadways to enhance the transit rider experience by supporting the implementation of transit priority infrastructure. Both the Complete Streets Policy and Transit Priority Policy require roadway projects on public right-of-way requesting MTC discretionary funding of over $250,000 to complete a checklist that considers the needs of all active transportation users and to minimize unintended impacts to transit. The Complete Streets Checklist includes sections on both policies and is available on MTC's website at https://mtc.ca.gov/planning/transportation/complete-streets.

Furthermore, it is encouraged that all bicycle projects programmed in the SR2TBT program support MTC's Regional Active Transportation Plan and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2022 Regional Active Transportation Plan and Caltrans Deputy Directive 64. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan.

MTC Resolution Nos. 4530 and 3434 Compliance – Transit-Oriented Communities and Development Policies

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 SR2TBT program qualify as transit extensions as defined by the TOC Policy, project sponsors must adhere to the relevant TOC Policy requirements before seeking an allocation for a project phase as outlined in MTC Resolution 4530, Revised.

Program Guidelines

MTC adopted Resolution No. 4404 (Regional Measure 3 Policies and Procedures) in December 2019, which serves as the general provisions for managing RM3 funding. All project sponsors must follow the RM3 policies and procedures and the SR2TBT program cycle 2 guidelines in developing and implementing SR2TBT projects. In developing the second cycle of the SR2TBT program, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan.

Development Schedule

The development of the second cycle of the SR2TBT program will follow the schedule outlined on page 13 of this guidance, which is subject to change.

Applicant and Project Eligibility

Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. If an interested applicant does not fall into one of the categories of eligible applicants, they may partner with an eligible agency to serve as the project applicant and serve as the project implementor. Applicants partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the application and potential allocation request.

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. MTC encourages applicants to apply for projects that provide a transformative benefit to a community. MTC hopes to fund one or more large, transformative projects that significantly expand the active transportation opportunities in a community or a region.

- **Infrastructure Projects**: Capital projects that will further the goals of the SR2TBT program. These projects can include funding requests for a capital project's environmental, design, right-of-way, and construction phases.
- **Plans**: The development of community-wide bicycle, pedestrian, or active transportation plans with a targeted focus on safe routes to transit and/or access to the Bay Trail.
- **Infrastructure Projects with Non-Infrastructure Components**: capital projects with education or encouragement components. Applicants should highlight non-infrastructure components throughout the application.
- **Quick-Build Projects**: projects that require minor construction and are typically built with durable, low-to-moderate-cost materials that have moderate design flexibility to anticipate adjustments that may occur based on community feedback. A quick-build project shall aim to immediately implement safety needs, allowing a community to benefit quickly from improvements made and allowing the people affected by the project to provide input and test the improvements before longer-term solutions are permanently installed.

Fund Source and Funding Availability

Regional Measure 3 identifies $150 million in toll revenue for the SR2TBT program. The SR2TBT program will consist of two programming cycles, with the potential for a third should any unprogrammed balances be available. A base funding amount of $50 million will be available for programming in each cycle. Each cycle will also reserve an optional $25 million for a transformative active transportation project. If MTC does not select a transformative project or fully program the available $25 million, MTC may award the $25 million to other eligible projects or carry over the funding to a future cycle.

Furthermore, if there are project cancellations or savings in the first two cycles, or if MTC does not program the remaining transformative funding in the second cycle, MTC may hold a third competitive cycle to utilize any remaining funds. The program years for the second cycle of the SR2TBT program cover state fiscal years 2026-27, 2027-28, 2028-29, 2029-30, and 2030-31. The program cycle structure is outlined on page 14 of this guidance.

Quick Build Projects Target

MTC has elected to establish a target of $3 million, or greater, per cycle, of SR2TBT funds for quick-build style 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.

Regional Program Priorities

Increasing Active Transportation

The program aims to fund projects to increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors, reduce greenhouse gas emissions, increase active transportation, reduce congestion, and improve real and perceived safety. The Bay Trail project's mission is to complete the vision of the 500-mile walking and bicycling shoreline trail that serves Bay Area residents' recreation and active transportation needs. The goals for Bay Trail projects should increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors by funding projects that will lead to enhanced connections and completion of the Bay Trail. As required in RM3 legislation, projects must provide access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals.

Transformative Active Transportation Projects

MTC will prioritize transformative active transportation projects in the SR2TBT program. MTC defines an SR2TBT 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.

Bay Trail & Active Transportation Network

All active transportation projects programmed in the SR2TBT program must demonstrate support for the Bay Trail, toll bridge corridors, or public transit and are encouraged to support MTC's Regional Active Transportation Plan, MTC's Regional Safety/Vision Zero Policies, MTC's Bay Trail Gap Closure Implementation Plan, and countywide bicycle plans. MTC's Regional Active Transportation Plan and Caltrans Deputy Directive 64 provide guidance on considering bicycle and pedestrian transportation. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan. MTC's Bay Trail Gap Closure Implementation Plan is available at MTC's web site at: https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan

MTC Equity Priority Communities

The MTC region has adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities." MTC updated the Equity Priority Communities (EPCs) definition in 2024 as a part of *Plan Bay Area 2050+* Equity Framework. MTC encourages sponsors to apply for projects directly benefiting Equity Priority Communities and other marginalized communities.

MTC's Equity Priority Communities are defined as those census tracts that have a concentration of both people of color and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	61%	72%
2. Low Income (<200% of Poverty) Population	18%	24%
3. Limited English Proficiency Population	7%	11%
4. Zero-Vehicle Households	10%	16%
5. Seniors 75 Years and Over	7%	10%
6. People with Disability	10%	12%
7. Single-Parent Families	12%	16%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, about 20% of the region's population is located in Equity Priority Communities. MTC consistently uses the definition of Equity Priority Communities for planning and programming purposes. Additional discussion of the Equity Priority Communities

definition and methodology are included in the *Plan Bay Area 2050+* Equity Analysis Report, available online at https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/. The last link also includes a static map of the EPC locations. An interactive online map is available at https://mtcdrive.box.com/s/k5brposx9cv4vwimu4g06240i1p7ak7k.

Other Disadvantaged Communities and Marginalized Populations
While MTC will prioritize projects benefiting EPCs, program applicants can include alternative definitions and metrics of disadvantage that are inclusive and contextually relevant to their communities. Any alternative definitions or metrics should be supported by quantifiable data and align with the overarching goal of supporting MTC's EPCs.

Community Based Transportation Plans (CBTPs)
Consistent with other regional discretionary funding programs, MTC will continue to advance projects identified in Community Based Transportation Plans (CBTPs). This planning program is a collaborative process involving residents in low-income Bay Area communities, community- and faith-based organizations serving them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs and solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards and to MTC for consideration in planning, funding, and implementation discussions.

Consistency with One Bay Area Grant Program
The SR2TBT program will reinforce the region's commitment to safety and housing by maintaining consistency with MTC's One Bay Area Grant (OBAG) Program framework. Specifically, applicants must submit evidence of an adopted Local Road Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG Safety Planning Policy. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for funding in the SR2TBT program until they comply.

Additionally, the city or county in which the proposed project is located must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling

units, and density bonuses throughout the OBAG 4 program period. Jurisdictions that do not meet these requirements will be ineligible for future SR2TBT program cycles until they comply.

Matching & Leveraged Funding

The SR2TBT program will not require matching funds for program applications; however, MTC will prioritize applications that include additional non-regional discretionary funding. Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that the SR2TBT and leveraged funding in the plan (local, federal, state, and private sources) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must indicate the amounts and sources of leveraged funds in the application cover letter.

Project Readiness

Project sponsors must demonstrate they can meet the delivery timeframe of the SR2TBT program. Projects that can be delivered earlier shall receive priority for funding over other projects. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right-of-way, or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right-of-way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.

Project Application Guidelines

The following sections outline the relevant guidelines and procedures for the SR2TBT program application.

Project Application Process & Requirements

Upon MTC's approval of the SR2TBT program cycle 2 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, consisting of the items on page 15 of this guidance. All application materials, in the form of one electronic copy, must be received by MTC no later than October 5, 2026, to be considered.

Project Evaluation Process and Scoring Criteria

MTC will screen all applications for demonstrated support of the program goals, specifically for projects on or providing connections to the Bay Trail and public transit and for projects that will contribute to congestion relief to the toll bridge corridors. MTC will form a multidisciplinary evaluation committee to review and evaluate projects for eligibility. It will also rank proposed projects based on applicant responses to the application questions below. A maximum of 100 points can be awarded in the evaluation process.

- Transformative Project **(0 points, criteria for transformative funding reserve)**
  Applicants must indicate whether they consider their project to be a transformative active transportation project consistent with the intent of the SR2TBT program description and provide a narrative explaining the transformative nature of the project. This question will not be scored, and applicants must respond to it to be considered for the transformative funding category.
- Safety Countermeasures **(0 to 15 points)**

Applicants shall describe the project's scope for improving real and perceived safety for active transportation users. Applicants shall also describe the project's scope as it relates to traffic countermeasures, speed, and driver awareness of active transportation users. The evaluation committee will award points based on the extent to which the project addresses existing or anticipated safety risks, such as high vehicle speeds and volumes, poor sightlines, unprotected crossings, and turning conflicts, and reduces the risk of pedestrian and bicyclist injuries or fatalities. Where no existing active transportation facility is present, applicants may support safety claims with reasonable evidence, such as corridor conditions, documented barriers, or comparable context demonstrating anticipated net safety benefits.

- Public Transportation Accessibility **(0 to 15 points)**
  Applicants shall describe the project's enhancements to improve public transportation accessibility. The evaluation committee will award points for the extent to which the proposed project's scope has the potential to increase all non-automobile transportation trips to public transportation facilities and to improve first- and last-mile trips from public transportation.
- Support of the Bay Trail Network **(0 to 15 points)**
  Applicants shall describe the project's location as it relates to the regional Bay Trail Network, what type of Bay Trail element (spine, spur, connector) is being implemented or improved, and the degree to which the proposed project supports and strengthens the regional Bay Trail Network, including improvements to continuity, accessibility, resilience, safety, and long-term sustainability of designated Bay Trail facilities. If applicable, the Bay Trail Fieldwork Review and the Bay Trail's condition as it relates to the project should also be provided. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the Bay Trail program.
- Active Transportation Network/Bay Trail Gap Closure **(0 to 10 points)**
  Applicants shall describe how the project closes or improves a gap in the regional Active Transportation Network and/or Bay Trail Network, including how the project improves access, connectivity, and mobility to public transportation facilities or hubs. Applicants should identify whether the project advances a gap closure identified in the Bay Trail Gap Closure Implementation Plan. The evaluation committee will award points based on the extent to which the project improves network continuity, eliminates barriers to active transportation, and strengthens regional bicycle and pedestrian connectivity.
- Demonstrated Project Need **(0 to 10 points)**
  Applicants shall describe the need for the proposed project. The evaluation committee will award points for the degree to which the proposed project's scope has the potential to increase all non-automobile transportation and to respond to the community's accessibility and mobility needs.
- Demonstrated Local Engagement & Support **(0 to 7 points)**
  Applicants shall describe all the local public participation and engagement efforts to develop the project scope. The evaluation committee will award points for the degree to which the proposed project's scope is influenced and supported by local communities and the public.
- State-Owned Toll Bridge Corridor Congestion Relief **(0 to 5 points)**

Applicants shall describe the project's location as it relates to the region's state-owned toll bridges and how the project would increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors and reduce congestion. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the region's state-owned toll bridges.

- Consistency with Regional Priorities and Planning Efforts. **(0 to 5 points)**
  Applicants shall describe the project's consistency with previously approved regional priorities and how the project supports *Plan Bay Area 2050+*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2050+* Health and Safety goals & Transportation strategies.
  - Bay Trail build-out and gap closures
  - Regional active transportation network build-out
  - Gap closures in the regional active transportation network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Proximity to Transit-Rich or Connected Community Priority Development Areas (PDAs)
- Benefit to MTC Equity Priority Communities **(0 to 5 points)**
  Applicants shall describe the project's location as it relates to an MTC Equity Priority Community and how the project would benefit the identified EPC. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the EPC.
- Leveraged Funding **(0 to 5 points)**
  The evaluation committee will award points to projects with higher proportions of non-regional discretionary funds included in the project funding plan.
- Design Alternatives Analysis **(0 to 3 points)**
  Applicants shall describe the design solutions for the proposed project and why they selected the design as the preferred alternative. The evaluation committee will award points for the extent to which the applicant selected the "recognized best" solutions appropriate to the local community, including, but not limited to, innovative project elements, sustainability, and resilience.
- Completion of Approved Environmental Document **(0 or 3 points)**
  While the SR2TBT program funds can go toward the pre-construction phases of projects, including the environmental document phase, the region prefers environmentally cleared projects to promote certainty in project delivery and project scope. Applicants who provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. This provision does not apply to planning projects that receive the full points for this criterion regardless of environmental status at the time of application. These projects must still comply with all applicable CEQA and NEPA requirements to receive SR2TBT funding.
- Multi-Jurisdiction Project Sponsorship **(0 to 2 points)**
  Applicants shall describe all the local agencies involved with the inception and delivery of the proposed project. The evaluation committee will award points to projects with

multiple active co-sponsors, including other public agencies, non-profits, and community sponsors.

- Deliverability Determination **(0 to -3 points)**
  MTC staff will review each application's project delivery schedule to ensure they meet the policies described in MTC Resolution Nos. 4404 and 3606. Projects deemed unable to allocate SR2TBT funds within the program's lifespan shall receive a 5-point penalty. Projects that MTC deems able to be allocated within the program cycle's programming years will be held harmless.

Project Delivery Guidelines

Program of Projects

Following the evaluation of the SR2TBT applications, MTC staff will recommend programming projects for the SR2TBT to the MTC Programming and Allocations Committee in early 2027, via an amendment to MTC Resolution No. 4768.

Allocation and Funding Agreement Process

MTC Resolution No. 4404 establishes the allocation and funding agreement processes for all capital projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the allocation outlined in MTC Resolution No. 4404. The allocation process for RM3 capital projects shall also serve as the process for executing funding agreements, in most cases, in lieu of a separate funding agreement for each capital project. These agreements will generally be fully executed through the process of project sponsor governing board certification, followed by Commission allocation action. However, under S&HC Section 30914.7(d)(2), MTC can enter into an agreement between itself and a capital project sponsor addressing specific requirements to be met.

SR2TBT Program Cycle 2 Development Schedule

METROPOLITAN TRANSPORTATION COMMISSION Safe Routes to Transit and Bay Trail Program Development Schedule (Subject to Change) June 26, 2024	
Spring 2026	Program information presented to the Metropolitan Transportation Commission (MTC) Working Groups
May 6, 2026	SR2TBT Cycle 2 Program Guidelines Development Workshop
June 10, 2026	MTC Programming and Allocation Committee (PAC) review of Safe Routes to Transit and Bay Trail Program (SR2TB) Cycle 2 Program Guidelines
June 22, 2026	Active Transportation Program (ATP) Cycle 8 Applications Due to the California Transportation Commission (CTC) and MTC
June 24, 2026	MTC Commission adoption of SR2TBT Cycle 2 Program Guidelines
June 29, 2026	MTC releases SR2TBT Cycle 2 Program Call for Projects
October 5, 2026	SR2TBT Cycle 2 Applications Due to MTC
November 2, 2026	CTC releases staff recommendations for ATP Statewide Competitive Program
December 3, 2026	CTC ATP Statewide Program Adoption
January 6, 2027	MTC releases staff recommendation for ATP Regional Program
January 13, 2027	MTC PAC scheduled review and recommendation of the final ATP Regional Program
January 27, 2027	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
February 3, 2027	MTC releases staff recommendations for the SR2TBT Cycle 2 Program
February 10, 2027	MTC PAC scheduled review and recommendation of the final SR2TBT Cycle 2 Program
February 24, 2027	SR2TBT Cycle 2 Program Adoption: MTC Commission scheduled approval of the SR2TBT program

Shaded areas indicate key Active Transportation Program milestones.

SR2TBT Programming Years & Cycle Structure

Program Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2029-30
2025 (Cycle 1)							
2027 (Cycle 2)							
2029 (Cycle 3)*							

** Funds may be available for programming in a future cycle if funds accrue from project savings and/or failures.*

SR2TBT Program Project Application

Project sponsors must submit a complete application for each project proposed for funding in the Safe Routes to Transit and Bay Trail Program. The application consists of the following parts and is available on the Internet (as applicable) at: https://mtc.ca.gov/funding/regional-funding/regional-measure-3

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board.
    a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included.
    b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project.
2. Project application forms
    a. Safe Routes to Transit and Bay Trail Program Application Form, available at https://mtc.ca.gov/funding/regional-funding/regional-measure-3, including back-up documentation, as applicable, such as:
        i. Map of the Project Area
        ii. Evidence of benefits to an MTC Equity Priority Community
        iii. Environmental Certification Documentation
        iv. Evidence of project location on the Regional Active Transportation Network
        v. Evidence of project location on the Bay Trail Network
        vi. MTC Regional Active Transportation Plan compliance
        vii. MTC Transit-Oriented Communities Policy compliance
        viii. Community-Based Transportation Plan evidence
        ix. Transit Agency Coordination evidence
3. Project Budget and Expenditure Plan forms
    a. Available at: https://mtc.ca.gov/funding/regional-funding/regional-measure-3
4. OBAG 4 Housing Element and Local Road Safety Plan compliance
5. MTC Complete Streets Policy - Complete Streets Checklist
    a. MTC's Complete Streets and Transit Priority Policies require roadway projects on public right-of-way requesting MTC discretionary funding of over $250,000 to complete a checklist that considers the needs of all active transportation users and to minimize unintended impacts to transit. The Complete Streets Checklist includes sections on both policies and is available on MTC's website at: https://mtc.ca.gov/planning/transportation/complete-streets.
    b. Please note that an approved checklist is required for your application to be considered complete, and MTC will not accept draft checklists with the application material. Please review all CS checklist materials, timelines, and other requirements to ensure this is complete before the application deadline.

Note: Selected projects must also provide a Resolution of Local Support and an Initial Project Report before allocation.

Attachment B
Metropolitan Transportation Commission
Safe Routes to Transit and Bay Trail Program (SR2TBT)
Program of Projects - Cycle 2

Safe Routes to Transit and Bay Trail Program of Projects (in order by county)

County	Implementing Agency	Project	RM3 Funds ($1,000s)
		TOTAL:	**$0**

SR2TBT Program Contingency List (in descending score order)

County	Implementing Agency	Project	RM3 Funds ($1,000s)
		TOTAL:	**$0**