

Bay Area Partnership Board

December 1, 2020

Agenda Item 4c

Proposed Safe and Seamless Mobility Quick-Strike Program

Subject: Proposed approach for a one-time grant program within the One Bay Area Grant program (OBAG 2) framework.

Background: For the last several years, annual federal appropriations bills have included an infusion of unexpected highway funds through the federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act.

In addition to FHIP funding, a small balance also remains unprogrammed within the OBAG Regional Bike Share Capital Program. A total of \$1.5 million remains unprogrammed from the \$4.5 million originally set aside by the Commission to support bikeshare implementation in cities outside of the initial Motivate service area. Given the changing needs for public investment in bike share in recent years, staff proposes to include the \$1.5 million along with the FHIP funding into a single Quick-Strike program.

MTC staff recommends programming the roughly \$50 million to establish a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Proposed Safe and Seamless Mobility Quick-Strike Program

Through a regional, competitive grant program, staff recommends funding quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

Eligible project types include:

- Quick-build bike, pedestrian, and transit access improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian/public safety; improve connections to transit; or implement seamless strategies within a corridor.
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Project Submission Targets

To address local priorities throughout the region, staff recommends using county targets to guide project submissions for the majority of funding available.

However, as the final program of projects will also consider regional and multi-county priorities, the final program of projects may not correspond exactly to these submission targets.

Project Submission Targets
 (\$ millions, rounded)

County	Target %
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100%

Note: Final program of projects may not correspond to targets; targets based on OBAG 2 County Program distribution.

Additional Program Details

- One-quarter of program funds are targeted for bicycle/pedestrian safety (including Local Road Safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.
- Funds available for capital projects only.
- Must meet STP/CMAQ/FHIP eligibility/funding requirements.
- All funds must be obligated by January 31, 2022.

Proposed Process & Timeline

December 2020	Partnership Board
	<ul style="list-style-type: none"> ▪ Discussion of proposed Safe and Seamless Quick-Strike grant program framework
January/February 2021	Programming & Allocations Committee (PAC)/Commission
	<ul style="list-style-type: none"> ▪ Approval of Safe and Seamless Quick-Strike framework
	<p>County Transportation Agencies (CTAs) invited to submit letters of interest for projects within their counties</p> <ul style="list-style-type: none"> ▪ Counties encouraged to submit project proposals that emphasize partnerships between cities, counties, transit operators, and/or CTAs. ▪ MTC staff works with CTAs to identify candidate projects with regional or multi-county benefits
March/April 2021	Project Evaluation and Recommendation
	Partnership Board
	<ul style="list-style-type: none"> ▪ Present staff recommendation of Safe and Seamless Quick-Strike program of projects for discussion ▪ Prior to taking final project recommendations to Commission, MTC works with sponsors to refine projects & submit detailed project applications with defined scopes and funding plans

May/June 2021	PAC/Commission ▪ Approval of Safe and Seamless Quick-Strike projects & fund programming
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Issues: The Covid-19 pandemic has placed stress on a number of transportation funding sources. Particularly hard hit have been revenue sources used for public transit operations. While MTC continues to advocate and examine alternatives for funding that can be directed to help Bay Area operators manage the pandemic's financial impacts, the funding proposed to be made available for the Safe and Seamless Mobility and Quick-Strike Program outlined above are not enough to make a significant impact on the transit operations funding crisis. The proposed program does represent an opportunity to assist with the region's recovery by providing meaningful low-cost, near-term deliverable enhancements to the transportation system to get transit out of traffic, enhance mobility options, and make progress on initiatives stemming from the Blue Ribbon Transit Recovery Task Force.

Recommendation: Information.

Attachments: None.



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Project Name	Project Description	Total Cost	Funding Need	Phase Completed	Construction Start
Phase 1					
Block grant for road rehab (like ARRA - quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drives and cyclists smooth roads	\$2,536.0	\$1,314.0	TBD but Cat Ex for NEPA is quick	2020
Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and retail and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	\$32.0	\$18.0	Env & Design	2021
SMART rail extension to Windsor, capital costs (incl. systems work)	Extend passenger rail service to the Town of Windsor, including all PTC systems work	\$65.0	\$40.0	NEPA systems done, Design/Build ready	2020
SMART rail extension to Healdsburg, systems work	Build out PTC systems in conjunction with the extension to Windsor to facilitate improved operations in the future	\$30.0	\$30.0	CEQA, NEPA quick, Design/Build ready	2020
SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	\$11.0	\$11.0	CEQA	2021
Sonoma County Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	\$2.0	\$2.0	Design	2020
Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	\$1.0	\$1.0	Design	2020
2020 Street Construction and Improvements Project - Cotati	Rehabilitate existing roadways for the Hub Streets and W. Sierra Avenue to W. School Street and enhance bicycle and pedestrian safety features	\$4.0	\$4.0	Cat Ex needed	2020
Chase Street Bridge Replacement - Sonoma	Upgrading a deficient bridge to provide a safe and adequate creek crossing for vehicles, bicycles and pedestrians; two vehicle lanes, with shoulders and sidewalks on both sides of the lanes	\$2.0	\$2.0	NEPA	2020
Petaluma Transit facility roof replacement	Provide facility improvements to support bus service operations	\$0.1	\$0.1	N/A	2020
Phase 2					
State Route 37 - congestion relief from SR121 to Mare Island (Segment B)	Add one lane in each direction to reduce travel times and improve safety	\$200.0	\$150.0	PID	2022
State Route 116/121 - intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	\$22.0	\$20.0	Env & Design	2022
Highway 101 bicycle/pedestrian overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retail centers on the west side	\$16.0	\$14.0	Draft Env	2022