

## Staff Report

To: SCTA Technical Advisory Committee Meeting Date: 2/25/21  
 From: Seana L. S. Gause, Senior - Programming and Projects Item Number: 8.2  
 Subject: Safe and Seamless Mobility Quick Strike Program Call for Letters of Interest

Consent Item:  Regular Item:  Action Item:  Report:

### Issue

What projects were proposed as part of the call for Letters of Interest for the Safe and Seamless Mobility Quick Strike Program (Quick Strike)?

### Recommendation

Staff is seeking input from the TAC on submitted projects and possible ways to prioritize the list.

### Advisory Committee Recommendation

N/A

### Alternatives Considered

N/A

### Executive Summary

SCTA released a call for Letters of Interest for the Quick Strike Program on January 22, 2021. Seven projects were submitted for consideration, with a total of \$6.1M requested. SCTA was given a target range of \$3-4M from MTC when the program call for letters of interest was delegated to the regional transportation authorities. SCTA staff is seeking input from the TAC on submitted projects and possible ways to prioritize the list.

### Policy Impacts / Nexus to Agency Goals

It is within Policy for SCTA to propose projects to regional funding programs.

### Financial Implications

Is there a fiscal impact? Yes  No  N/A

Is there funding in the current budget? Yes  No  N/A

The funding source(s) to be used are: STP/CMAQ funding under Quick Strike

## Background

SCTA released a call for Letters of Interest for the Quick Strike Program on January 22, 2021. Seven projects were submitted for consideration by the February 19 deadline, with a total of \$6.1M requested. SCTA was given a target range of \$3-4M from MTC when the program call for letters of interest was delegated to the regional transportation authorities. SCTA staff is seeking input from the TAC on submitted projects and possible ways to prioritize the list.

Eligibility Criteria in MTC's implementation guidelines are listed as:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

The evaluation criteria are listed as:

- Align with Connected Mobility Framework Values and Goals (see below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

Further, the Connected Mobility Framework Values and Goals are as follows:

<b>CONNECTED MOBILITY VALUES AND GOALS</b>	
<b>Values</b>	<b>Goals</b>
<b>Think Regionally Act Locally</b>	Be Coordinated, integrated, and contiguous
<b>Provide Great Travel Choices</b>	Provide Choices that are better than driving alone, are viable and intuitive for all trips
<b>Put the Traveler First</b>	Ensure a dignified traveler experience, focusing on customer care and needs

<b>Be Equitable and Inclusive</b>	Address disparities and be transparent for all people and all trips
<b>Be sustainable</b>	Strive for a healthy planet, people and full-cost accounting

## Supporting Documents

1. List of Proposed Projects submitted to SCTA for the Quick Strike Program

Jurisdiction	Project	Amount Requested	Amount Match	In PDA/TPA	Direct Result of Engagement	Notes
Sonoma Co TPW	Mark West Springs Back to School Neighborhood Ped Safety Project	\$ 1,930,000	\$ 2,285,000	N	Y	Design and construction
Cotati	Downtown and Civil Center Connectivity and Safety Project	\$ 1,250,000	\$ 1,400,000	Y	Y	All construction
Healdsburg	Bike Share Pilot Program	\$ 250,000	\$ 40,000	N	Y	Non-infrastructure; Healdsburg doesn't have PDA
Santa Rosa (Transit)	Santa Rosa Transit Mall Roadbed Rehabilitation	\$ 868,230	\$ 121,770	Y	Y	All phases except r/w; FTA Transfer
SMART/Petaluma	SMART Pathway Payran to Lakeville in Petaluma	\$ 806,000	\$ 125,000	Y	Y	Match in previous phases, all construction ask
Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$ 522,000	\$ 148,000	Y	Y	Match in previous phase, all construction ask
Sebastopol	SR 116 and Bodega Avenue Pedestrian Access and Mobility Enhancements	\$ 476,310	\$ 451,920	Y	N	All construction; Project doesn't have NEPA
<b>SUBTOTAL</b>		<b>\$ 6,102,540</b>	<b>\$ 4,571,690</b>			
SCTA	Active Transportation Planning	\$ 200,000	\$ 22,940	Y	Y	Planning Activities supporting safe, seamless and advanced equitable mobility
<b>TOTAL</b>		<b>\$ 6,302,540</b>	<b>\$ 4,594,630</b>			