

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
	County Transportation Agencies (CTAs) invited to submit letters of interest for projects within their counties
March/April 2021	<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
	Project Evaluation and Recommendation
March/April 2021	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 <ul style="list-style-type: none">▪ 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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