

Bay Area Partnership Board

April 23, 2021

Agenda Item 4a

Safe and Seamless Mobility Quick-Strike Program

Subject: Discussion of staff recommendations for the Safe and Seamless Mobility Quick-Strike program within the One Bay Area Grant (OBAG 2) program framework.

Background: On February 5, 2021, MTC staff released a call for project nominations for the Safe and Seamless Mobility Quick-Strike program. The materials distributed through the call for project nominations is provided as **Attachment A**.

This memo provides an overview of the project evaluation and prioritization process, and the staff recommended program of projects. Staff seeks feedback from the Board on this recommendation. Final recommendations will be presented for consideration and approval at the Programming and Allocations Committee meeting, June 9, 2021.

Project Prioritization Process

To encourage community-based project investments and address local needs throughout the region, County Transportation Agencies (CTA's) were invited to nominate projects for their county area. Funding targets were provided to guide the CTA's in developing nominations; however, final funding levels for each county are not guaranteed to correspond exactly to the initial targets. The final program of projects is based on the evaluation of individual projects and reflect regional priorities.

On March 30, 2021, MTC received 71 project nominations from CTA's for a total grant request of more than \$108 million. MTC staff evaluated projects against the six evaluation criteria established in the program guidelines:

- Alignment with the Connected Mobility Framework Values and Goals.
- Relationship to priority planning areas including, but not limited to, Priority Development Areas (PDAs) and Communities of Concern (CoCs).
- Inclusion of community engagement.
- Addressing a gap in transit connectivity.
- Demonstration of partnership among multiple partners.
- Ability to deliver the project quickly while meeting all federal funding requirements.

Each project was evaluated and scored individually by an MTC staff evaluation team. Following the initial evaluation, the committee took into consideration any tiering or prioritization communicated by a CTA. The full list of projects nominated by CTAs, including project scoring, is provided as **Attachment B**.

Recommendation

With the \$49.4 million currently available within the Quick-Strike framework, staff recommends funding 40 projects across the region (including 2 projects with partial funding recommendations). The list of projects recommended for funding is included as **Attachment C**.

	Initial Nomination Targets		Staff Recommendation	
	%	\$	%	\$
Alameda	19.9%	\$9.8	19.4%	\$9.6
Contra Costa	14.6%	\$7.2	15.2%	\$7.5
Marin	2.8%	\$1.4	2.4%	\$1.2
Napa	2.1%	\$1.0	2.4%	\$1.2
San Francisco	12.5%	\$6.2	13.8%	\$6.8
San Mateo	8.4%	\$4.1	8.2%	\$4.1
Santa Clara	27.0%	\$13.3	26.1%	\$12.9
Solano	5.5%	\$2.7	6.1%	\$3.0
Sonoma	7.2%	\$3.6	6.3%	\$3.1
Total	100%	\$49.4	100%	\$49.4

Notes: Amounts shown in millions. Totals may not add due to rounding. Total does not include \$5 million set aside for BRTRTF early implementation.

Potential Program Augmentation

At their May meeting, the Commission will consider the distribution of \$34 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds.¹ Staff recommends augmenting the Quick-Strike program with these funds as follows:

- Half of the funds (\$17.2 million) directed to fund additional projects nominated by CTAs; and
- The remaining half of augmented funds (\$17.2 million) directed to safe and seamless mobility projects of regional significance – including projects that were co-nominated by CTAs and MTC as part of the call for project nominations process. Capacity created by shifting CTA and MTC co-nominated projects to this category will be made available for additional CTA nominated projects.


Pending Commission approval of the program augmentation described above, staff will revise its recommended program of projects.

Staff anticipates presenting the recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Issues: None.

Recommendation: Information.

Attachments: Attachment A: Call for Project Nominations
Attachment B: Recommended Program of Projects
Attachment C: List of All Project Nominations Received


Therese W. McMillan

¹ An additional \$31 million in CRRSAA highway infrastructure program funds will be distributed by the CTC through the regional portion of the STIP.



METROPOLITAN
TRANSPORTATION
COMMISSION

Attachment A
Agenda Item 4a
Bay Area Metro Center
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February 5, 2021

Scott Haggerty, Chair
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Libby Schaaf
Oakland Mayor's Appointee

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Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: CTA Executive Directors

RE: Safe and Seamless Mobility Quick-Strike Program – Call for Nominations

Dear CTA Executive Directors:

On January 27, 2021, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike program. The detailed program guidelines, located in Appendix A-11 to the One Bay Area Grant (OBAG 2) program resolution, are provided as an attachment (**Attachment 1**). OBAG 2 policies, procedures, and requirements apply to the Safe & Seamless program unless specified otherwise in Appendix A-11.

The purpose of this letter is to release the call for project nomination letters for the Safe & Seamless grant program and provide additional guidance on the solicitation process. Project nomination letters for projects submitted as part of county targets are to be submitted by the Bay Area County Transportation Agencies (CTAs). Project sponsors and interested stakeholders are encouraged to work with the applicable CTA (or multiple CTAs for multi-county projects) for submittal of project nominations. This call does not include the projects to be identified by the Blue Ribbon Transit Recovery Task Force, which will follow a different process.

Project Nominations

CTAs are invited to submit project nomination letters to MTC for projects located within their counties, as well as multi-county and regional projects for the respective county target. Letters should describe the CTA's process to identify and prioritize projects for this competitive grant opportunity. CTAs should also list, in narrative form or in a table, the projects being nominated, along with brief project descriptions and the amount of funds requested for each project.

Attached to the project nomination letters, CTAs must also provide completed project information forms for each project (**Attachment 2**).

In addition to these materials required to be submitted directly by the CTAs, project sponsors must submit a Complete Streets checklist for each nominated project into MTC's Complete Streets Database: <https://completestreets.mtc.ca.gov/>.

Nomination letters, project information forms, and Complete Streets checklists must be submitted no later than Tuesday, March 30, 2021. Nomination letters and project information forms should be sent to Mallory Atkinson at matkinson@bayareametro.gov. Complete Streets checklists should be uploaded directly into the online database, linked above.

Project Evaluation & Final Project Applications

In April, MTC staff will evaluate project nominations using the established program criteria, funding eligibility, and focus areas. Staff will consider each CTA's nominations independently as well as in relation to other county submissions and regional priorities to develop its initial funding proposal. Staff will share its initial funding proposal with the Bay Area Partnership Board for discussion and feedback.

CTAs and project sponsors will be notified of MTC staff's funding recommendation by May 3, 2021. Project sponsors recommended for funding must submit the final application materials to MTC by May 21, 2021.

Final application materials include:

- ❖ Project submission in MTC's Financial Management System (FMS) <https://fms.mtc.ca.gov/fms/home.ds>, which will include detailed information on project scope, funding, and performance metrics.
- ❖ Written response to any remaining project-specific questions from MTC's evaluation team.
- ❖ Project map with sufficient detail to clearly identify the location and extent of the project.
- ❖ A signed Local Agency Compliance Checklist (**Attachment 3**). CTAs and local agencies should review this checklist carefully. Although these requirements were included in the OBAG 2 County Program, additional actions will be required for sponsors to satisfy the requirements for the Safe & Seamless grant program. These requirements include a review of the project's Complete Streets checklist by the appropriate Bicycle and Pedestrian Advisory Council, submission of the Housing Element annual progress report for 2020, and adoption of a Resolution of Local Support for the project. In addition, sponsors that have not yet adopted a resolution affirming compliance with California's Surplus Lands Act must now do so. This final requirement will primarily affect charter cities, which were not required to adopt such a resolution at the time of the OBAG 2 County Program adoption.

Please note that project sponsors have only *two weeks* to submit the final required materials to MTC. To meet this aggressive timeline, project sponsors are encouraged to submit their project into FMS in advance of being notified of MTC staff's funding recommendation. Additionally, sponsors should seek early Council or Board approvals of the resolutions required in the Local Agency Compliance Checklist.

The responses to project-specific questions, project maps, and the completed Local Agency Compliance Checklist must be submitted no later than Friday, May 21, 2021. Project data should be uploaded directly into FMS, linked above. Responses to project questions, project maps, and checklists should be sent to Mallory Atkinson at matkinson@bayareametro.gov.

Program Approval

Staff anticipates presenting its recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Sincerely,



Theresa Romell
Funding Policy and Programs

Attachments

Attachment 1: Safe & Seamless Mobility Quick-Strike Program – MTC Resolution No. 4202,
Revised, Appendix A-11

Attachment 2: Project Information Form

Attachment 3: Local Agency Compliance Checklist

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Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- 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.

Fund commitments for specific focus areas include:

- One-quarter of the total program is 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.

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset 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.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

County Nomination Targets (\$ millions, rounded)

	%
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%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
 - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

Basic Project Information		
Project Name:	<i>Project name</i>	
Project Sponsor:	<i>Project sponsor</i>	
Sponsor Contact Information:	<i>Contact name</i>	
	<i>Contact phone</i>	
	<i>Contact email</i>	
Project Location:	<i>Project location</i>	
Brief Project Description: Please limit to 100 word maximum	<i>Project description</i>	
Program Focus Areas & Evaluation Criteria		
Program Focus Areas:	Identify the type of project to be completed. Select all that apply: <ul style="list-style-type: none"> <input type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor 	<ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply: <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i>	
Connected Mobility Framework: Please limit to 200 word maximum	Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework: <i>Project alignment with Connected Mobility Framework</i>	
Community Engagement & Planning Processes:	Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g.	

<p>Please limit to 200 word maximum</p>	<p>community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>Community engagement & planning processes</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Coordination and outreach with transit operators</i></p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>Transit connectivity</i></p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>Project partnerships</i></p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>Project readiness, right-of-way, environment</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>Caltrans approvals status and timeline; level of support</i></p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline.</p> <p><i>Project timeline, status, and obligation deadline</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>Project risks and mitigation strategies</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies, and describe CTA's role in delivery and monitoring.</p> <p><i>Project sponsor ability to meet delivery and monitoring requirements</i></p>

Fund exchange:	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. <i>Fund exchange description</i>
Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
Toll credit request:	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase
		Safe & Seamless (Grant Request)	Other Funds		% Complete
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete
Design Engineering (PS&E)	\$	\$	\$	Fund source; notes	% complete
Right-of-way	\$	\$	\$	Fund source; notes	% complete
Construction	\$	\$	\$	Fund source; notes	% complete
Total	\$	\$	\$		

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	%
Other	%
Total	100%

Local Compliance Checklist	
Jurisdiction:	<i>Local jurisdiction</i>
MTC's Complete Streets Policy:	<input type="checkbox"/> Jurisdiction complies with MTC's Complete Street Policy, either by: <ol style="list-style-type: none"> 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008. <input type="checkbox"/> Complete Streets checklist for project was reviewed by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to May 21, 2021. Provide the date of BPAC review, describe any comments that were received, and the jurisdiction's response to feedback. <i>Date of BPAC review & discussion of BPAC comments</i>
Resolution of Local Support:	<input type="checkbox"/> Jurisdiction has adopted a Resolution of Local Support by May 21, 2021.
Housing Element:	<input type="checkbox"/> Jurisdiction's Housing Element has been certified by California Department of Housing and Community Development (HCD). Note: all Bay Area jurisdictions satisfied this requirement prior to the One Bay Area Grant (OBAG 2) County Program adoption. <input type="checkbox"/> Jurisdiction's Housing Element annual progress report for calendar year 2020 has been submitted to HCD.
Surplus Lands Act:	<input type="checkbox"/> Jurisdiction has met MTC's Surplus Land Requirements prior to May 21, 2021, through the adoption of a resolution demonstrating compliance with the State's Surplus Land Act. <u>Note for Charter Cities:</u> At the time of the adoption of the OBAG 2 County Program, this requirement applied only to general law cities and counties. However, as a final court decision has now been rendered confirming that the Act does apply to charter cities, funding eligibility through the Safe & Seamless Mobility Quick-Strike program is contingent upon the adoption, by <i>all</i> cities and counties, of a resolution affirming the jurisdiction's compliance with the Surplus Lands Act.

This checklist was approved for submission by:

Signature

Date

Signature

Date

Name (print)

City Manager/Administrator or designee

Safe & Seamless Mobility Quick-Strike Grant Program

List of Project Nominations (Sorted by County, Sponsor, Project)

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000
Alameda	MTC / ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs	\$160,000
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension	\$2,000,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000
Napa	MTC	Napa Forward SR 29 Safety and Operational Improvements	\$11,000,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program	\$2,100,000
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000

County	Sponsor	Project Title	Funds Requested
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements*	\$610,007
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project	\$1,250,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000

Total Funding Request:	\$108,649,150
Applications Received:	71

Safe & Seamless Mobility Quick-Strike Grant Program

Initial Staff Recommendation (Sorted by County, Sponsor, Project)

Recommendations are pending further review. Final recommended program of projects and specific grant amounts subject to change.

Color Key:

Initial Staff Recommended Program of Projects

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
Alameda County			<i>Initial Fund Target:</i>	\$9.8M
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000	\$1,254,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000	\$2,754,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000	
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000	
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000	\$4,169,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000	\$5,440,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000	\$7,440,000
Alameda	MTC/ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000	
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000	\$8,440,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000	\$9,440,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs*	\$160,000	\$9,600,000
Contra Costa County			<i>Initial Fund Target:</i>	\$7.2M
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension**	\$2,000,000	\$3,510,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000	\$5,674,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000	
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000	\$7,499,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000	
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000	
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000	
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000	
Marin County			<i>Initial Fund Target:</i>	\$1.4M
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000	
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000	
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000	
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026	
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000	
Napa County			<i>Initial Fund Target:</i>	\$1.0M
Napa	MTC	Napa Forward SR 29 Safety and Operational Imps. (\$1.1M partial funding)***	\$11,000,000	\$1,100,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000	\$1,200,000
San Francisco County			<i>Initial Fund Target:</i>	\$6.2M
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302	
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000	\$5,200,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program (\$1.8M partial funding)***	\$2,100,000	\$7,002,710
San Mateo County			<i>Initial Fund Target:</i>	\$4.1M
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000	
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000	
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San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250	
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000	\$955,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000	
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000	\$1,340,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements****	\$610,007	
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562	
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412	
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000	\$1,820,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000	\$3,460,000
Santa Clara County			<i>Initial Fund Target:</i>	\$13.3M
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000	
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400	
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000	\$4,697,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000	\$6,022,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000	\$6,727,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000	\$10,752,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000	
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000	
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000	
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060	\$12,692,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000	\$12,892,060
Solano County			<i>Initial Fund Target:</i>	\$2.7M
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000	
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000	\$1,200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000	\$3,000,000
Sonoma County			<i>Initial Fund Target:</i>	\$3.6M
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project (\$0.9M partial funding)***	\$1,250,000	\$900,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000	\$1,150,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000	\$1,672,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230	\$2,540,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000	\$2,740,230
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310	
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000	\$3,546,230

Total Funding Request: **\$108,649,150**

Cumulative Funding Recommendation: **\$49,400,000**

*Recommendation contingent upon identification of an eligible project sponsor.

**Recommendation pending further review.

***Project recommended to receive partial funding.

****Project recommended to receive Regional ATP funds, pending Commission approval.