



TRANSPORTATION AUTHORITY OF MARIN BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

AUGUST 29, 2022

5:30 P.M.

Zoom link:

<https://us02web.zoom.us/j/86780067516?pwd=eHYwUHh2WUMxSFpKMmx1bHZSVHNjZz09>

Webinar ID: 867 8006 7516

Passcode: 745726

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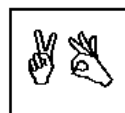
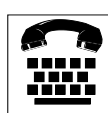
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- Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, August 28, 2022 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM BPAC members and will be placed into the public record.
- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting, your comments will be read (3-minute limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment early in the meeting.)
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Late agenda material can be inspected in TAM’s office between the hours of 8:00 a.m. and 5:00 p.m.
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AGENDA

1. Call Meeting to Order
2. Committee Member Comments
3. Open Time for Public Expression
4. Adoption of Minutes from April 13, 2022 (Action)
5. Local Road Safety Plan Update (Discussion)
6. One Bay Area Grant Cycle 3 Project Nominations (Action)
7. Adjournment

* Additional materials will be presented at the meeting



MEETING OF THE
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)

APRIL 13, 2022
5:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Cheryl Longinotti
Chris Blunk
Don Magdanz
Kristin Drumm
Mark Birnbaum
Mike Howe

Members Absent: Ben Berto, Chair

Staff: Bill Whitney, Principal Project Delivery Manager
David Chan, Director of Programming & Legislation
Jennifer Doucette, Executive Assistant/Clerk of the Board
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

1. Introductions

The meeting was called to order at 5:33 p.m. TAM Senior Transportation Planner Scott McDonald welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

2. Committee Member Comments

None.

3. TAM Updates

TAM Director of Programming & Legislation David Chan provided an update on the Active Transportation Program (ATP), including background, applications, sponsor requirements, and additional requirements, including Complete Streets Checklist, and Priority Development Areas (PDAs) throughout Marin County.

Mr. Chan also provided an update on the One Bay Area Grant (OBAG) Program, including policies, nomination targets, eligible projects, and program schedule.

In response to Member Drumm, Mr. Chan explained that no less than 50% of funding received must be programmed within a PDA.

Member Magdanz commented that the unincorporated Highway 101 corridor includes parts of Mill Valley.

In response to Member Longinotti, Mr. Chan explained that regular program updates have been provided to the Marin Public Works Association (MPWA).

4. Open Time for Public Expressions

Mr. McDonald asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

5. Adoption of Minutes from February 11, 2021 and July 21, 2021 (Action)

Mr. McDonald asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Member Longinotti moved to approve the Minutes of the February 11, 2021 and July 21, 2021 meetings, which was seconded by Member Birnbaum. A roll call vote was conducted, and the motion passed unanimously.

6. North-South Greenway Project Update (Discussion)

Mr. McDonald introduced TAM Principal Project Delivery Manager Bill Whitney to present this item, which included maps of the Central Marin North-South Greenway; project schedule; and construction and site photographs.

Member Magdanz expressed his support of the community and governmental agencies working together to bring projects such as this to completion.

Member Birnbaum also expressed his support for the project, including the regrading of the pathway.

Mr. McDonald asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

7. MTC Complete Streets Checklist Update (Discussion)

Mr. McDonald explained that in the past, the BPAC provided feedback for programs such as the Transportation Development Act (TDA) Article 3 and Quick-Strike and that moving forward, the Metropolitan Transportation Commission (MTC) seeks to increase the role of the BPAC to include assisting with reviews for discretionary funding and endorsements.

Mr. McDonald further explained that MTC is in the process of finalizing the checklist, which will be more extensive to ensure that project sponsors consider the needs of all users and create an opportunity for public input.

Once finalized, TAM staff will send the checklist to the BPAC so they may familiarize themselves in advance of their next meeting anticipated in Summer 2022 to review requests for nomination in the next round of OBAG 3 projects.

In response to Member Drumm, Mr. McDonald explained that MTC would like sponsors to consult with their BPAC as part of the Complete Streets Policy.

In response to Member Blunk, Mr. McDonald explained that exemptions provide flexibility for the sponsoring agency.

Mr. McDonald asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

8. Appoint TAM BPAC Vice-Chair Position (Action)

Mr. McDonald presented this item, which recommends the TAM BPAC nominate and confirm a BPAC Vice Chair.

Mr. McDonald asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Member Magdanz made a motion to select Member Birnbaum as the new Vice-Chair of the BPAC, which was seconded by Member Blunk. A roll call vote was conducted, and the motion passed unanimously.

9. Potential Update to BPAC Membership with New BPAC Bylaws (Discussion)

Mr. McDonald presented this item, which included an overview of the BPAC purpose and duties; membership structure; and current and proposed positions.

Member Magdanz expressed his support of the proposed structure and position changes and the involvement of the BPAC in areas other than funding.

Member Blunk also expressed his support of the proposed structure and position changes.

Member Howe commented that recruitment efforts should continue.

Member Drumm expressed her support of the proposed structure and position changes.

Member Longinotti also expressed her support of the proposed structure and position changes. In response to Member Longinotti's inquiry, Mr. McDonald explained that the BPAC will continue to review funding-related programs.

Mr. McDonald asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

10. Adjournment

The meeting was adjourned at 6:40 p.m.

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DATE: August 29, 2022

TO: Transportation Authority of Marin
Bicycle and Pedestrian Advisory Committee

FROM: Bill Whitney, Principal Project Delivery Manager

SUBJECT: Local Road Safety Plan Update (Discussion), Agenda Item No. 5

RECOMMENDATION

This item is for discussion only.

BACKGROUND

In 2018, the County of Marin, in partnership with our member agencies, led an effort to prepare a Travel Safety Plan that was funded through a California Department of Transportation (Caltrans) grant under the Systemic Safety Analysis Report (SSAR) Program. The intent of the plan was to provide a proactive collision analysis of our roadway network and identify high risk locations and collision patterns using existing crash data, identifying low-cost and long-term countermeasures, and to help secure future grants to address key safety issues. The SSAR was used as supporting documentation of existing roadway safety conditions during a past grant application through the Caltrans Highway Safety Improvement Program (HSIP). Marin was awarded over \$6 million for capital improvements throughout multiple jurisdictions for this grant cycle. Marin's SSAR is listed on the Federal Highway Administration's (FHWA's) website as an example of good safety planning.

Following the completion of the SSAR, TAM and County staff worked together to prepare an Action Plan. The plan lays out steps that could be taken to guide the development of strategies and actions that would lead to safer roadways and reduce the number of traffic fatalities and serious injuries. Similar to the SSAR process, this effort also used a sub-committee of the Marin Public Works Association (MPWA), including a representative from Marin General Hospital to provide guidance in its development process. This plan was referred to as the Safe Roads Marin Action Plan. This plan was discussed during MPWA meetings but was not acted upon at the time. Due to the COVID Pandemic, implementation of the plan has been stalled.

Many agencies throughout the Bay Area have adopted some form of safety plan or vision zero policy to help them guide a process to improve safety on our roadways. The Metropolitan Transportation Commission (MTC) has adopted a Vision Zero Policy for the region and has supported local agencies to do the same (see Attachment B). MTC is also in the process of developing an extensive database on our regional roadways that documents accident data and roadway characteristics. Once finalized, this database will be made available to agency staff and eventually the public and will be a useful tool as we develop our Local Road Safety Plan (LRSP).

DISCUSSION/ANALYSIS

Recently, TAM was awarded a grant from Caltrans through HSIP in the amount of \$72,000 to prepare or update the LRSP and continue the focus on improving safety on our roadways. The LRSP will provide a comprehensive framework for organizing stakeholders to identify, analyze and prioritize roadway safety improvements.

A multi-disciplinary advisory working group could be formed and consist of members from public works, law enforcement, public health, and advocates for bicycles, motorcycles and pedestrians. The goal of the safety plan is to reduce traffic fatalities and serious injuries on all public roads.

The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges. Once the LRSP has been updated, supplemental activities described in the plan can be carried out. These supplemental activities will be an ongoing effort and will require additional funds, potentially from other grant sources.

Preparing and updating the LRSP has recently been discussed with the MPWA membership. When the SSAR was prepared it was inclusive of the County, Cities and Towns as a multi-jurisdictional effort. When the grant applications for the Cycle 9 HSIP were submitted, the project(s) crossed jurisdictional boundaries. This approach is favored by the granting agency. It is proposed that the safety plan update use a similar multi-jurisdictional approach in the development process.

Funding Opportunities

On May 9, 2022, Caltrans issued a call-for-projects under Cycle 11 of the HSIP. TAM has been in contact with MTC and Caltrans. They have confirmed that the SSAR will satisfy the eligibility requirements and that all Marin jurisdictions can submit a grant application if they choose. However, TAM has been informed that an LRSP will be required to be eligible for the next round of HSIP funding.

Additionally, a new safety related program has been announced as part of the Federal Bipartisan Infrastructure Law (aka IIJA) established as the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. There are two types of available grant categories from the SS4A program: (1) Develop or update a safety action plan or, (2) Implementation (capital improvements). The updated LRSP will meet the eligibility requirements during future grant applications to the SS4A program for either supplemental planning or implementation of capital projects. Multi-jurisdictional grant applications are strongly encouraged under the SS4A program.

FISCAL CONSIDERATION

Funding from the HSIP grant will be used to prepare and update the LRSP. Additional funding will be needed for future supplemental planning from potential sources such as the SS4A grant opportunity or from local contributions.

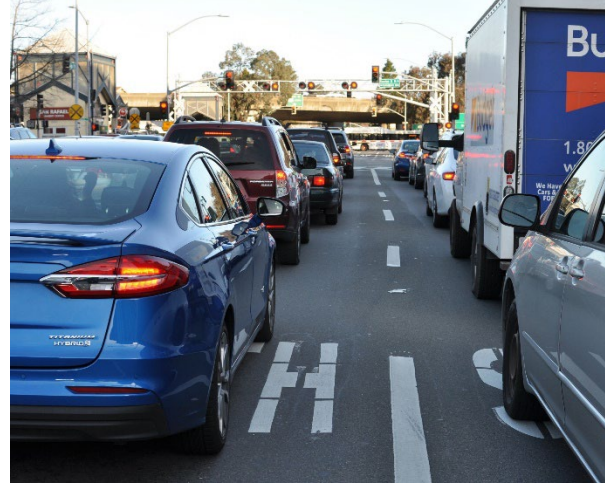
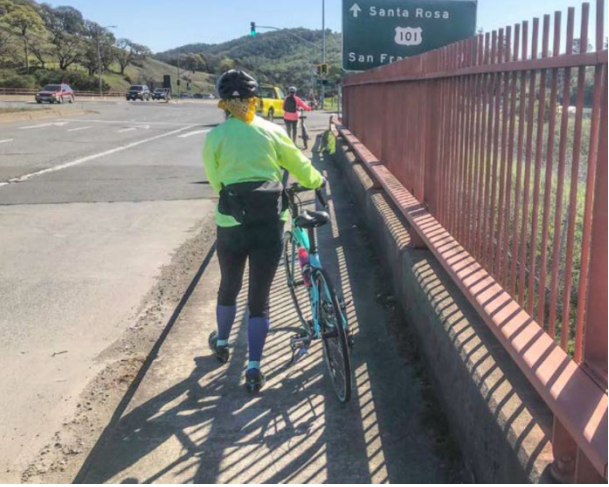
The HSIP and SS4A grants originate from federal sources and require a local funding match. TAM is providing the local match for the current HSIP grant in the amount of \$8,000.

NEXT STEPS

TAM will solicit consultant assistance in preparing the LRSP update. Following consultant retention, TAM staff will work with our member agencies to develop the safety plan.

ATTACHMENTS

Attachment A – PowerPoint Presentation
Attachment B – MTC Vision Zero Policy



Bicycle/Pedestrian Advisory Committee

Local Road Safety Plan Update

Transportation Authority of Marin

Bill Whitney, Principal Project Delivery Manager

August 29, 2022

Background – Vision Zero

- **Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.** (*Definition from Vision Zero Network*)
- Approaches differ across jurisdictions, generally include/promote:
 - Policy commitment
 - Systems approach
 - Data-driven decisions
 - Belief that traffic deaths and serious injuries are preventable
 - Integrate human failing in approach
 - Equity and engagement
 - Partnerships across departments, i.e., public works, police, health
- In the Bay Area, Vision Zero has been adopted in differing forms by: MTC, San Francisco, San Jose, Fremont, Lafayette, Alameda, Berkeley, Daly City, San Mateo, Contra Costa County, Menlo Park, and South San Francisco.

Marin Crash Data (2016-2020)

- Total: 14,159
- KSI Crashes: 504 (4.6%)
- Ped Crashes: 433 (3.1%)
 - Ped KSI Crashes: 86 (19.9% of ped crashes)
- Bike Crashes: 724 (5.1%)
 - Bike KSI Crashes: 111 (15.3% of bike crashes)

Current Road Safety Efforts

- TAM/Marin

- SSAR
- Street Smarts Refresh
- Safe Routes to Schools and Crossing Guard programs
- Safe Pathways project funding
- Local jurisdictions capital improvement projects
- Local agency Bike and Pedestrian Plans

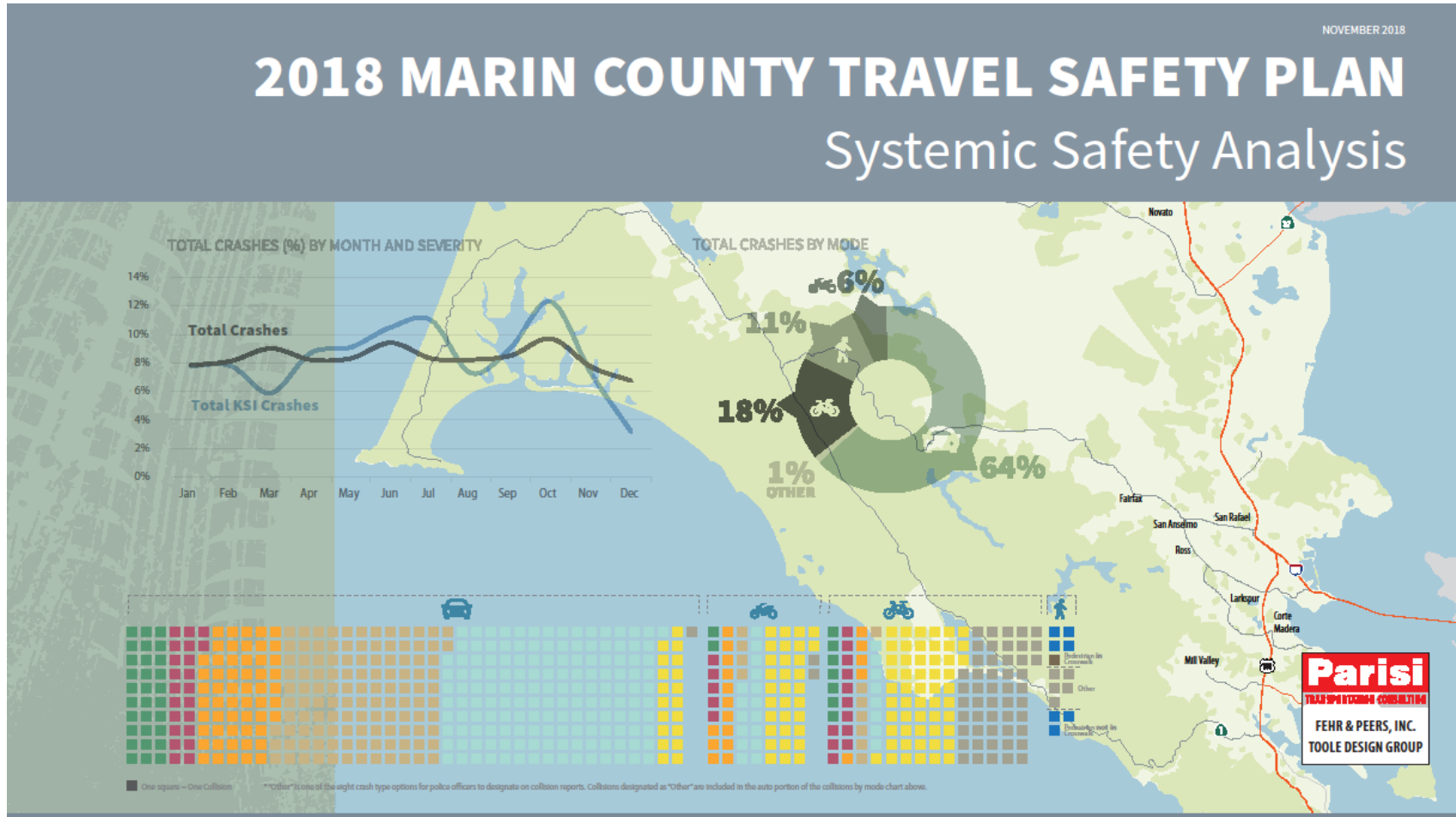
- MTC

- Adopted Vision Zero Policy and Goals
- Rolling out new Database tool
- Formed Bay Area Vision Zero Working Group
- Upcoming OBAG3 funding program (details TBD)
- MTC reaching out to TAM and other CTAs to support safety efforts

- State of California

- CHP TIMS database
- Caltrans State Highway Safety Plan, and State Systems Approach
- Funding programs such as ATP, HSIP

Local Planning – SSAR



SSAR is posted on the FHWA Website as a good example of Safety Planning



Local Project Example – 59 Intersections

NEWS RELEASE 6-14-22

- **59 Street Intersections to be Enhanced Countywide**
- *Municipalities in Marin to receive various traffic signal upgrades*
- **San Rafael, CA** – Fifty-nine traffic intersections across nine towns and cities in Marin County, as well as unincorporated areas of the county, will be upgraded in the coming months to enhance public safety. The [Marin County Department of Public Works](#) will function as the lead agency coordinating with the cities and towns to implement the improvements.
- The 59 intersections were identified through the [Systematic Safety Analysis Report](#), a detailed traffic safety study conducted in 2018 by an independent third-party consulting company. The planned upgrades are intended to improve traffic and pedestrian safety by reducing the potential of incidents as well as the severity of collisions at the targeted intersections.
- The \$1.5 million project is funded by a California Highway Safety Improvement Program grant through the California Department of Transportation. The work on the intersections is expected to begin in mid-July and is anticipated to take five months to complete. Much of the work consists of relatively low-cost items but adds up when multiplied by the high quantities needed across all the locations. By combining the individual cities and towns' improvements under one large project umbrella, the work can be accomplished more economically and efficiently.
- The [proposed improvements](#) include upgrading traffic signal heads to 12-inch LED signal heads for better visibility, adding signal head backplates, installing pedestrian crossing timers, adding audible pedestrian signals at pedestrian push buttons, updating signal hardware to incorporate "Lead Pedestrian Intervals" at crosswalks, replacing outdated electronic components such as cables, and implementing video or detection loops to create advanced detection zones.

State Funding Opportunities

- HSIP Cycle 11 call for projects.
 - An estimated \$210 million available, applications due September 12, 2022
 - Construction of capital improvement projects
 - Federal funds
 - The SSAR will satisfy the eligibility requirements and all Marin jurisdictions can submit a grant application if they choose.
 - A Local Road Safety Plan will be required to be eligible for the next round of HSIP funding.

- ATP Cycle 6
 - Six applications submitted from Marin by the June deadline
 - Cycles are normally every two years, but...
 - Program was also augmented with ~\$600 million from State Budget just approved – implementation TBD

Federal Funding Opportunity – Safe Streets & Roads for All (SS4A)

- \$1 Billion Available nationwide, applications due September 15
- Action Plan Grant: Grant Minimum \$200,000 – Maximum \$1,000,000, with a 20% Match
Prepare an Action Plan
- Supplemental Action Plan Grant:
Required to have an Existing Action Plan for Supplemental Activities
Implement Strategies presented in the Action Plan
- Implementation Grant: Grant Minimum \$5,000,000 – Maximum \$30,000,000, 20% Match
Implement Capital Improvements
We are confirming if the SSAR meets the eligibility requirements to apply for the Implementation Grant.
- More information at www.transportation.gov/SS4A

Local Road Safety Plan – “Action Plan”



- The County and TAM worked with the MPWA Sub-Committee along with a Public Health Representative to develop the Action Plan.
- MPWA Discussed the Action Plan but did not take action.
- Implementation of the Action Plan was suspended due to Pandemic and other issues.



Local Road Safety Plan – Moving Forward

- TAM was recently awarded \$72,000 from HSIP to update the Local Road Safety Plan.
- TAM will provide \$8,000 to match the grant.
- Intent is to update the Action Plan to ensure we meet eligibility requirements for HSIP, SS4A, and Future OBAG.
- Incorporate a Vision Zero Policy.
- Funds are limited so scope of work is under development.
- TAM will kick off this effort over the next few months and will request future MPWA feedback on the best ways to proceed to ensure all jurisdictions remain eligible for grant funding.
- Staff has consulted with MPWA on this update.

Local Road Safety Plan

Comments & Discussion

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**Metropolitan Transportation Commission
MTC Planning Committee**

June 12, 2020

Agenda Item 4a

MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Subject: Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Background: Traffic safety is a significant transportation challenge globally, nationally, and regionally. In the United States, over 30,000 people are killed annually in traffic collisions. These traffic deaths disproportionately affect those in communities of color, low-income communities, youth, the elderly and those walking and biking. The role of MPOs in addressing traffic safety is receiving increasing attention as local jurisdictions across the country acknowledge the tragic and preventable loss of lives on our roadways and are adopting VZ goals and principles.

Over 400 fatalities and 2,000 serious injuries occur on Bay Area roads each year. MTC has the opportunity to help save lives and ensure that all people have the right to safe mobility in the region. While Bay Area cities have acted to combat the trend in fatalities and serious injuries, MTC aims to motivate and facilitate action across the region. A regional safety strategy and approach can promote improved safety and potentially eliminate some duplication of costs among local jurisdictions, allowing local governments to redirect their limited safety dollars towards enforcement and engineering. MTC could supplement the efforts made by the VZ cities in our region provide data and technical assistance to jurisdictions that need it by leveraging our available resources to support them. Additionally, federal guidance requires MTC to adopt regional targets for road safety on an annual basis, and MTC has adopted three rounds of regional safety targets to date. Data-driven regional safety efforts will help us make progress in meeting our “Towards Zero Deaths” targets for fatalities and serious injuries by 2030.

Policy: The MTC Regional Safety/VZ Policy establishes a region-wide policy of intent to work with our partner agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030. This policy recognizes that MTC is uniquely positioned to facilitate region-wide safety planning and coordination. MTC is already required to adopt safety performance measures and targets, and this policy will augment this responsibility by providing assistance to local jurisdictions towards our regional safety goals. The policy establishes a framework of principles and actions to guide MTC staff in working towards the policy goals as summarized below:

1. Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
2. Apply a data driven approach to inform safety policy and strategic use of available funds and resources. Regional safety data will be housed at MTC so that local jurisdictions can benefit from consistent and reliable data.
3. Promote equity in regional safety policies by considering and analyzing impacts on communities of concern and protecting vulnerable roadway users, such as pedestrians and bicyclists.
4. Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.

5. Engage key regional stakeholders for safety policy development, implementation, and collaboration on safety best practices. Provide education and technical assistance within budgetary constraints.

Strategies:

To complement the Regional Safety/VZ Policy, MTC staff is working to establish a regional safety program that would rely on a three-pronged approach to enhance safety in the region. First, MTC staff is working on enhancing the region's and jurisdictions' access to reliable and consistent data by integrating several available sources into a single regional safety data repository. Second, MTC will use data to inform and develop regional policy and support legislation that has been proven effective, such as lowered speed limits and automated speed enforcement. Finally, and dependent on resources available, MTC will support jurisdictions by providing technical assistance with safety planning. These strategies will tie into key Plan Bay Area 2050 goals, by encouraging active transportation, reducing reliance on greenhouse gas emitting modes of transportation, and addressing significant equity issues. The program will also support and enhance other agency efforts, including Complete Streets, the Active Transportation Program, and Safe Routes to Schools and Transit.

This framework is the starting point for regional safety efforts and staff plans on updating the Committee periodically on specific proposals to help achieve the region's safety goals.

Steps Taken:

As we worked on developing a Regional Safety/Vision Zero Policy, staff has already begun engaging with partners and collaborating towards this end:


1. Organized a Safety Data Integration Peer Exchange with regional, state and national stakeholders to learn from and share safety best practices;
2. Presented a regional safety program policy concept to state, county, and regional stakeholder groups and convened Bay Area VZ cities to identify how we can support their ongoing efforts;
3. Adopted ambitious regional safety targets in line with a "Towards Zero Deaths" goal by 2030;
4. Applied for and received funding for the development of a Regional Safety Data System and the development of a State of Safety in the Region Report; and
5. As part of the effort to encourage safety policies, MTC adopted a Priority Development Area (PDA) Connected Communities Safety Policy which requires jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit.
6. The proposed policy was presented to the Policy Advisory Council (Council) on May 22, 2020. Attachment C summarizes the Council's action to support the policy.

Issues:

1. Ongoing resources and staffing required is still under development, but the level of resource needs is scalable.
2. As a practical matter, traffic injuries and deaths are likely to be down this year because of COVID-19 and decreased trips. But we fully expect the safety issue to return as travel increases, and some studies suggest we will see more personal vehicles on the road as people avoid public transit. It is important we continue to plan for the future.

Recommendations: MTC staff recommends the MTC Planning Committee approve MTC Resolution No. 4400 and refer it to the Commission for final action on June 24, 2020.

Attachments: Attachment A: MTC Resolution No. 4400: Regional Vision Zero Policy
Attachment B: Presentation
Attachment C: Policy Advisory Council's Memo



Therese W. McMillan

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

ABSTRACT
Resolution No. 4400

This resolution sets forth MTC's Regional Safety/Vision Zero Policy to support achievement of safety targets adopted by MTC.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 12, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Re: Regional Safety/Vision Zero Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4400

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region, and safety has been a goal included in MTC’s Regional Transportation Plans for twenty years; and

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short range performance targets related to safety; and MTC has adopted aspirational regional safety targets as shown in Attachment A; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016;

WHEREAS, 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires the Transportation Improvement Program (TIP), once implemented is designed to make progress toward achieving the safety performance target.

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and:

MTC Resolution No. 4400

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RESOLVED, that MTC hereby adopts a Regional Safety/VZ policy to support achievement of safety targets adopted by MTC, as stated in Attachment A; and:

RESOLVED, that MTC establishes “Proposed Principles and Actions for a Regional Vision Zero Policy” to guide staff in working towards supporting reduction of fatalities and serious injuries across the region, as detailed in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 24, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Attachment A
Resolution No. 4400
Page 1 of 2

REGIONAL SAFETY/VISION ZERO POLICY STATEMENT:

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030.

REGIONAL SAFETY TARGETS:

MTC's current safety targets for the region are based on a Toward Zero Deaths framework, basing targets on a linear reduction to zero fatalities and serious injuries in the region by the year 2030.

PROPOSED PRINCIPLES AND ACTIONS FOR A REGIONAL VISION ZERO POLICY:

Provide Regional Leadership to Promote Safety

1. MTC will engage and incentivize leadership across local jurisdictions in prioritizing safety and work towards aligning funding investments with safety goals.

Apply a Data Driven Approach

2. MTC's safety policies shall be driven and informed by data to allow available funds to be used strategically. Regional safety data will be used for safety target-setting, and monitoring of progress towards regional safety goals.
3. MTC will serve as a regional safety data bank so that cities - especially those with more limited resources - can benefit from an integrated safety data repository and a consistent and reliable source of safety data for traffic safety analysis, evaluation and applying for safety funding.

Promote Equity in Regional Safety Policies

4. MTC will advance equity through safety policies noting that communities of concern are the most at risk of suffering from traffic fatalities and serious injuries.
5. MTC will emphasize the importance of protecting all roadway users, including vulnerable users such as pedestrians, bicyclists, and users of new mobility.

Support Beneficial Safety Policies and Legislation

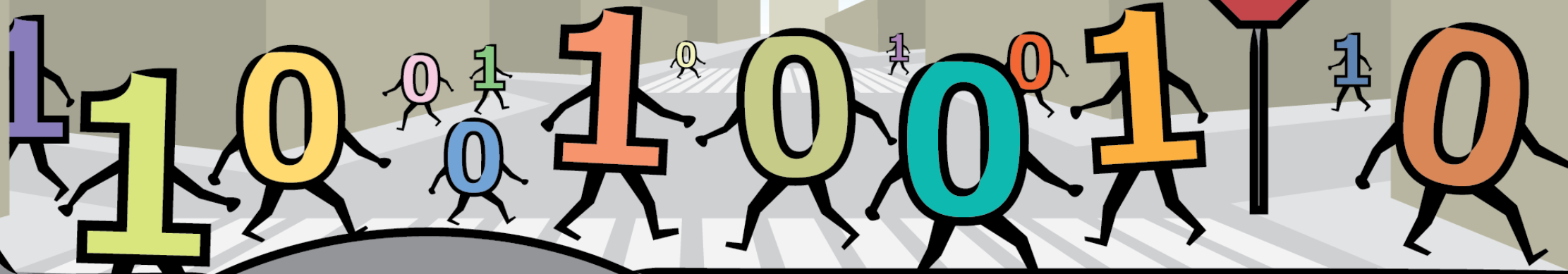
6. MTC will encourage safety policies and support safety legislation that targets evidence based solutions to safety problems.

Educate & Engage

7. Within budgetary constraints, MTC will conduct public outreach and provide technical assistance - reliable safety data, analytical toolkits, technical expertise - for local jurisdictions across the region, especially those that lack expertise or resources to implement a successful safety program.
8. MTC will engage key regional stakeholders in safety policy development and implementation, including local jurisdictions, counties, police departments, emergency response and others, to collaborate on safety best practices.

SAFETY IN NUMBERS

Harnessing Data to Reduce Traffic Fatalities and Injuries



Planning Committee: June 12, 2020

Shruti Hari



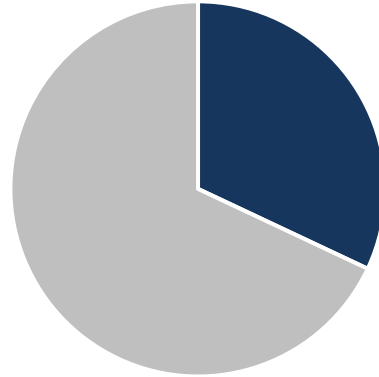
Why We Need to Act Now



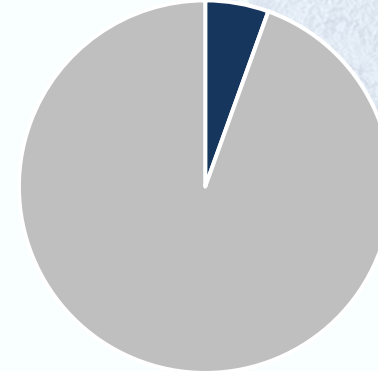
Why We Need to Act Now

Active modes are disproportionately represented.

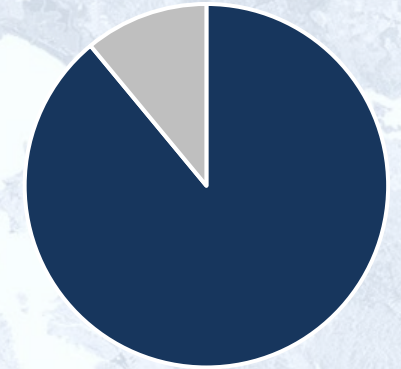
Fatal and Severe Injuries



Mode Share



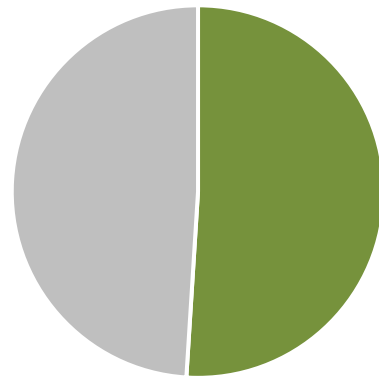
Relative Share



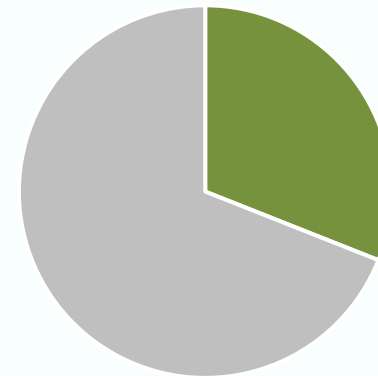
■ Pedestrians and Bicyclists ■ Other

Communities of concern are disproportionately represented.

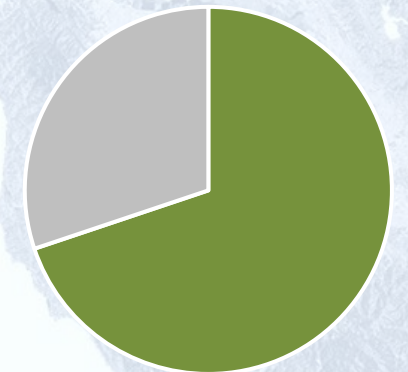
High Injury Network



All roads



Relative Share

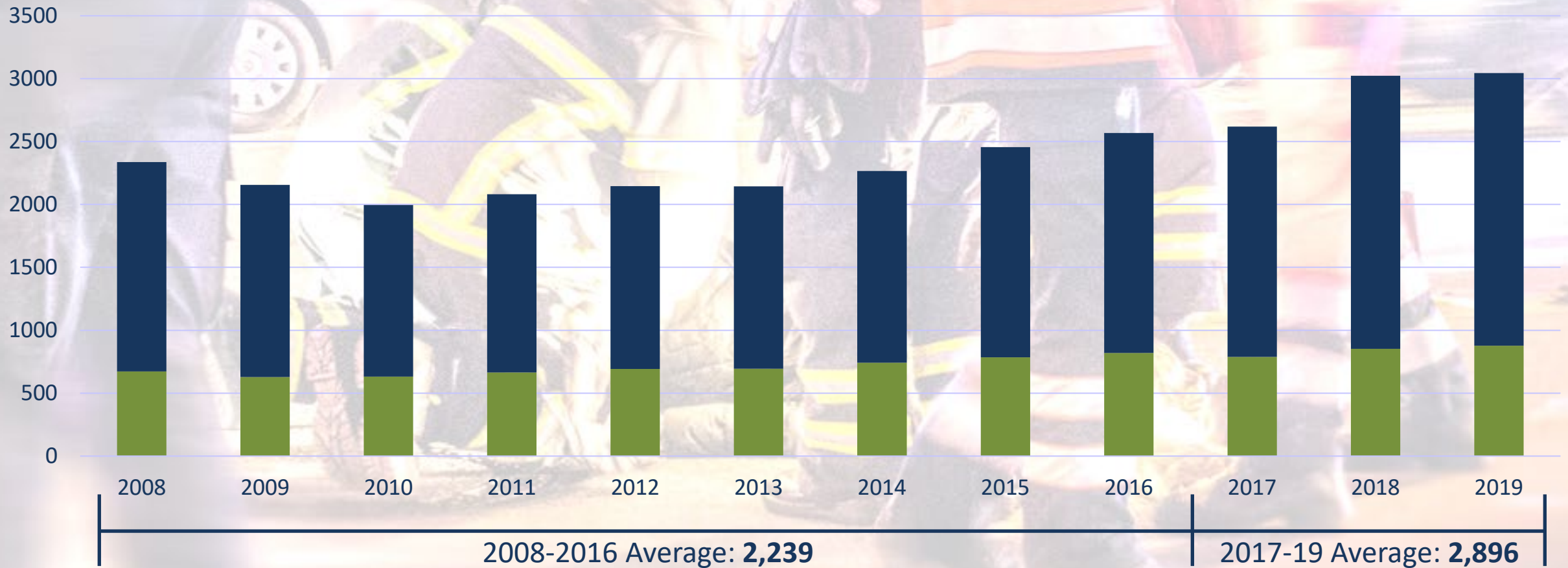


■ Communities of Concern ■ Other

Fatalities and Serious Injuries have increased over 50% since 2010

Bay Area Fatalities and Serious Injuries 2008-2019

■ Pedestrians and Bicyclists ■ Motorists





VISION ZERO

Why It's Important for MTC to Act Now

Federal/State Policies

- FAST Act requires MPOs to adopt Safety performance measures/targets
- MPO CERT Review
- HSIP funds to require Safety Plans for eligibility

Regional Leadership

- Plan Bay Area goals
- Caltrans/Cities look to MTC for safety leadership in region

Benefits

- MTC uniquely positioned to stimulate a regional collaborative process on safety
- Region-wide safety planning would supplement individual safety efforts and reduce duplication of costs
- More data and technical assistance will help jurisdictions get safety funding
- Traffic safety is an equity issue
- Incentivizes Active Transportation and consistent with other PBA goals

MTC Proposed Safety/Vision Zero Policy

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030



**DATA
DRIVEN**



**POLICY INITIATIVES
AND LEGISLATION**



**EDUCATION
AND ENGAGEMENT**

REGIONAL LEADERSHIP AND EQUITY FOCUS

Principles & Actions



Regional Safety Leadership

- Encourage local jurisdictions to prioritize safety.
- Work towards aligning funding investments with safety goals.



Data Driven

- Regional safety data to inform safety policies, performance monitoring and target-setting.
- Serve as a regional safety data bank so cities can benefit from an integrated, reliable source of safety data.



Equity Focused

- Focus on equity and consider effects of any safety policies on communities of concern.
- Emphasize the concerns of all roadway users, including vulnerable users.



Evidence-based Policy and Legislation

- Support legislation and policy grounded in research and evidence.



Education and Engagement

- Engage with key stakeholders for safety policy development and implementation.
- Conduct public outreach and provide education and technical assistance for local jurisdictions.

Policy Initiatives

- Encourage policies to foster culture of safety
- Align funding policies with safety goals
- Support safety legislation

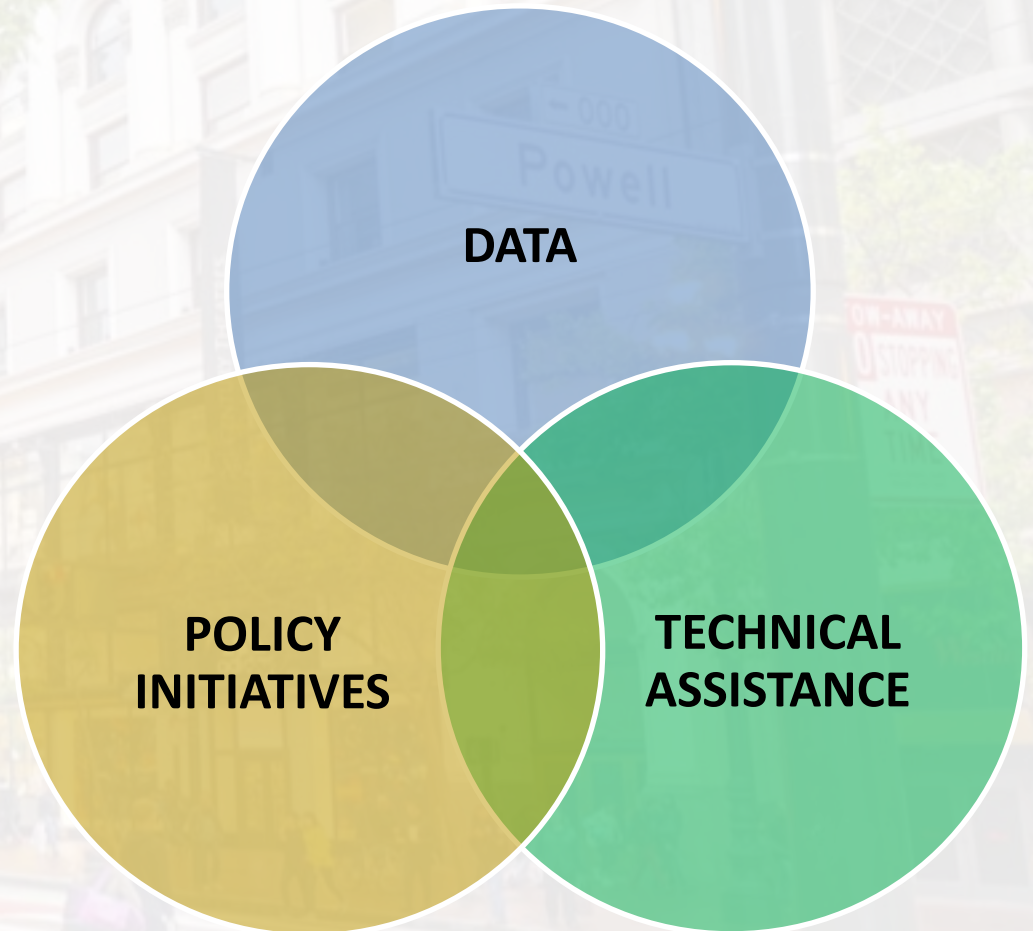
Data

- Consistent and reliable source of safety data
- Incorporate equity considerations
- Analyze traffic safety region-wide

Technical Assistance

- Analytical toolkit and safety best practices
- Funding advocacy for region
- Public outreach and education

Regional Focus and Input



REGIONAL SAFETY – STEPS TAKEN SO FAR

1. Safety Data Integration Peer Exchange

- Partnership with FHWA

2. Coordination with Cities/CMAAs

- Need for regional safety data, safety advocacy, regional safety campaigns and safety funding

3. Awarded State Funding for Safety Effort

- \$500,000 in SSARP funds for a Regional Safety Data System and a Safety Report

4. Adopted 2019 & 2020 regional safety targets

- In line with Towards Zero Deaths by 2030 for fatalities

5. PDA Connected Communities Requirement

- Incentivized jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit



THANK YOU.

For more information contact:
Shruti Hari, shari@bayareametro.gov



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: MTC Commission
FR: MTC Policy Advisory Council
RE: Regional Safety/Vision Zero

DATE: June 24, 2020
W.I. 1114

At its Friday, May 22, 2020 meeting, the Policy Advisory Council received a presentation on the proposed adoption of a Regional Safety/Vision Zero (VZ) Policy. The Council discussed MTC's role in providing regional leadership to promote safety, the need to apply a data driven approach to inform safety policy, and the importance of promoting equity in regional safety policies.

The Council moved unanimously to support the proposed Regional Safety/Vision Zero Policy and the eventual development of an analytical toolkit and safety best practices to assist local jurisdictions.



London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

June 10, 2020

James P. Spering
Chair, Joint MTC Planning Committee with the ABAG Administrative Committee
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RE: Support for MTC Resolution No. 4400: Regional Safety / Vision Zero Policy

Dear Chair Spering:

I am writing on behalf of the San Francisco Municipal Transportation Agency to support the recommendation to adopt MTC's Regional Vision Zero Policy at the MTC Planning Committee. Every year in San Francisco about 30 people lose their lives and over 500 more are severely injured by while traveling on city streets. The City and County of San Francisco adopted Vision Zero in 2014 as a commitment to eliminate traffic fatalities and reduce severe injuries. MTC's proposal to adopt a Regional Vision Zero Policy will continue to support our region in advancing this commitment to stopping further loss of life.

MTC's Regional Vision Zero Policy is an important step to bring together cities across the region to support actions that can eliminate traffic fatalities. Many of the goals in the MTC Regional Vision Zero Policy elevate and support San Francisco's existing commitments in our 2019 Action Strategy. Our Action Strategy identifies the need for new and proven tools that can save lives, such as automated technology to enforce speed limits, but these tools will require state law changes. MTC's Regional Vision Zero Policy will elevate the policy areas where state legislation is needed to improve street safety. MTC's Policy also expands opportunities for education and messaging on Vision Zero to the broader region. A regional education program can help to expand the reach of our existing messaging and leverage new resources to promote Vision Zero messaging. The MTC Policy also provides for an opportunity to share best practices across cities in order to elevate data-driven and equity-focused policies to advance Vision Zero.

Thank you for your leadership to advance Vision Zero at the regional level. We encourage you to adopt this resolution and we look forward to continuing to partner with MTC on our commitment to eliminate traffic fatalities.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey P. Tumlin".

Jeffrey P. Tumlin
Director of Transportation

Cc: Members of the Joint MTC Planning Committee and ABAG Administrative Committee
Therese McMillan, Executive Director, MTC

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DATE: August 29, 2022

TO: Transportation Authority of Marin
Bicycle Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation
Scott McDonald, Principal Transportation Planner

SUBJECT: Review Applications for the One Bay Area Grant Program Cycle 3 (Action), Agenda Item No. 6

RECOMMENDATION

The Bicycle Pedestrian Advisory Committee (BPAC) reviews applications received and provides feedback on staff preliminary recommendations for ranking/funding projects for the One Bay Area Grant Program Cycle 3 (OBAG 3) funds. Note that staff will bring preliminary ranking/funding recommendations to the meeting for BPAC feedback.

BACKGROUND

The Metropolitan Transportation Commission (MTC) created the OBAG Cycle 1 (OBAG 1) Program to distribute funds from Federal Surface Transportation Acts in 2012. OBAG 1 covered the five-year period from FY 12/13 to FY 16/17. TAM programmed funds from OBAG 1 to eligible projects in November 2012. OBAG 1 was the first effort by MTC to integrate the region's federal transportation program with California's required Sustainable Communities Strategy to encourage land-use and housing policies that support the production of housing with transportation investments.

In November 2015, MTC adopted guidelines for federal funding distribution from OBAG Cycle 2 (OBAG 2) that covers the five-year period from FY 17/18 to FY 21/22. OBAG 2 continued MTC's integration of federal surface transportation programs with the state mandated land-use and housing strategy and prioritized transportation investments on climate protection as adopted in OBAG Cycle 1. OBAG 2 also used Regional Housing Needs Allocation (RHNA) numbers as one of the calculation factors to determine each county's share of funding. TAM programmed funds from OBAG 2 to eligible projects in September 2016. Attachment B is a list of projects funded in OBAG 1 and OBAG 2.

With OBAG 2 expiring, MTC adopted policies and guidelines in March 2022 for OBAG 3 to distribute federal transportation funds from the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL). OBAG 3 funds will be programmed for a four-year period from FY 22/23 to FY 25/26.

DISCUSSION

OBAG 3 is a continuation of OBAG 1 and 2 with new considerations and policies to address contemporary concerns and priorities with transportation investments. In particular, OBAG 3 emphasizes projects and programs that improve safety, spur economic development, support Equity Priority Communities, and help the Bay Area meet climate change and air quality improvement goals.

OBAG 3 Funds Available and Marin's Share

Over the four-year OBAG 3 period, \$757 million in federal programming capacity is estimated to be available for the MTC region. Additional federal funding from IIJA may become available later for MTC to augment OBAG 3 and will require further approval from the MTC Commission. Of the initial \$757 million available in OBAG 3, MTC has adopted a funding split of 50.5%, or \$382 million, for the Regional Program to be administered by MTC and 49.5%, or \$375 million, for the County and Local Programs to be largely administered by County Transportation Agencies (CTAs).

Of the \$375 million for the County and Local Programs, \$35 million has been set aside for CTA Planning Activities, as customary with prior federal authorization cycles. TAM will receive the guaranteed minimum amount for small counties of \$3.45 million for CTA Planning Activities over the four-year period. After the set-aside for CTA Planning Activities, \$340 million remains for projects and programs in the County and Local Programs.

For OBAG 3, MTC expects to have a larger role in selecting projects for the County and Local Programs, due to feedback from the Federal Highway Administration (FHWA). For OBAG 3, each county is provided with a nomination target, and each county is to conduct a call for projects. However, the counties are then to submit their project nominations to MTC, which will compile a list of recommended projects for the entire region to be approved by the MTC Commission. MTC has indicated that OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual CTA, but MTC will attempt to select projects based on the targeted share for each CTA as close as possible. Therefore, some CTAs may receive slightly more funds than their targets while others may receive slightly less.

MTC has established a nomination target of 120% of the available funds that CTAs may submit in nominations. The 120% nomination target of \$340 million in available funds is \$408 million. Each CTA's nomination target is calculated as a percent share of the overall nomination total of \$408 million, using the following factors:

- Population: 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- Housing Production: 30% of the nomination target is based on a county's share of regional housing production during the current and previous RHNA cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- Planned Growth: 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.

Based on these factors, Marin's nomination target for the County and Local Program funds was calculated at 2.8%, which amounts to \$9.6 million, and a 120% nomination target of \$11.5 million.

Local Criteria

As required by OBAG 3 Guidelines, CTAs are required to adopt County and Local Criteria along with MTC required criteria for application evaluation. Attachment A is TAM's Local Criteria for OBAG 3 County and Local Program Call for Projects, adopted by the TAM Board on May 26, 2022 and approved by MTC staff on June 16, 2022.

The adopted Local Criteria provides more details on the nomination target and the funding adjustment for the Countywide Transportation Plan. It also discusses the proposed review committee makeup, eligible sponsors and projects, screening and prioritization criteria, sponsor requirements, and schedule.

On May 26, 2022, the TAM Board also adopted an adjustment to the nomination target of \$11.5 million by setting aside \$400,000 for allowable planning activities under the Growth Framework Implementation Category of OBAG 3. TAM will be developing a Countywide Transportation Plan (CTP) with the set-aside funds in accordance with MTC guidance. Based on nominations received, TAM will submit project nominations totaling an adjusted amount of \$11.1 million in funding requests to MTC. MTC is anticipated to select final applications for funding in the approximate amount of \$9.2 million after factoring in the adjustment for the CTP.

County and Local Program Call for Projects

TAM issued a Call for Projects for County and Local Programs on May 31, 2022. Applications were due to TAM on July 27, 2022.

A Review Committee was formed to review applications for prioritization up to the nomination target of \$11.1 million. The Review Committee consists of TAM staff, Sarah Jones, Assistant Director for the Marin Community Development Agency, and David Eshoo, Engineer for the Tiburon Public Works Department.

The prioritization of recommended applications will be presented to the TAM Board on September 22, 2022 for adoption. Prioritized project nominations are due to MTC on September 30, 2022. All requisite documentation and compliance requirements from applicants of recommended applications are due to MTC by October 31, 2022. MTC staff will evaluate and recommend final projects for all OBAG 3 County and Local Programs to the MTC Commission for adoption in January 2023. The below table summarizes the critical milestones for OBAG 3.

Milestone	Date
TAM Board approves Local Criteria	May 26, 2022
TAM issues OBAG 3 Call for Projects	May 31, 2022
Applications due to TAM	July 27, 2022
Review Committee evaluates applications and prioritizes funding	August/September 2022
BPAC reviews applications	August 29, 2022
FP&L Executive Committee recommends applications for submittal to MTC	September 12, 2022
TAM Board adopts applications for submittal to MTC	September 22, 2022
Project nominations due to MTC	September 30, 2022
All requisite documentation and compliance requirements due to MTC	October 31, 2022
MTC adopts final project selection for funding	January 2023

Applications Received

By the deadline of July 27, 2022, TAM received 17 applications from nine applicants. Attachment B is a summary of the applications received including links to the applications. On August 29, 2022, staff will discuss the OBAG 3 Program and the applications received. Staff will also review the preliminary recommendations from the Review Committee. Applicants have been informed of the BPAC meeting and invited to participate in answering questions and responding to comments at the meeting.

Note that the OBAG 3 applications must be screened through the Adopted Local Criteria for the OBAG 3 County and Local Programs, based on requirements set forth by MTC.

NEXT STEPS

Staff will consider comments and feedback from the BPAC in forming a staff recommendation for the TAM Funding, Programs & Legislation Executive Committee to consider on September 12, 2022, followed by a presentation to the TAM Board on September 22, 2022 to adopt project nominations.

ATTACHMENTS

Attachment A – Adopted Local Criteria for the OBAG 3 County and Local Programs
Attachment B – OBAG 3 Project Applications Received (with links to applications)

**One Bay Area Grant Cycle 3 (OBAG 3)
Transportation Authority of Marin Local Criteria
(adopted May 26, 2022)**

Call for Projects

TAM will issue a Call for Projects with OBAG 3 funds upon approval of the OBAG 3 Local Criteria by the TAM Board.

Marin Nomination Target

MTC has established a nomination target of \$11,544,000 for TAM, which represents the allowable 120% of the available funds for Marin (the 100% amount is approximately \$9.6 million). The nomination target will be adjusted for allowable planning activities by \$400,000. See **Local Planning Set Aside** section below. The adjusted nomination target is \$11,144,000. Based on nominations received, TAM will submit project nominations totaling a maximum of \$11,144,000 in funding requests to MTC, upon receiving TAM Board approval. Per MTC Guidelines, the nomination target does not imply or guarantee amounts for Marin projects.

Local Planning Set Aside

TAM intends to develop a Countywide Transportation Plan (CTP) in accordance with MTC guidance. The CTP is expected to articulate a long-range vision for the county and shorter-term actions that advance these goals. As a performance-based plan, the CTP is expected to identify transportation issues and needs, including existing and future conditions, set goals and performance measures, and develop potential policy and investment alternatives for consideration. TAM will set aside \$400,000 from the nomination target to complete this effort as allowed by OBAG 3 Policies under the Growth Framework Implementation Category (see **Eligible Projects for Funding** section below).

Eligible Sponsors

Eligible sponsors in Marin County include cities, counties, transit agencies, federally-recognized Tribal governments, and TAM.

OBAG 3 Review Committee

The OBAG 3 Review Committee will evaluate projects submitted and develop a recommended list of prioritized projects for funding up to the adjusted nomination target for TAM Board approval.

The OBAG 3 Review Committee will comprise TAM staff members and invited members from other public agencies. Invitations will be extended to a representative of the Marin Public Works Association (MPWA) and a community development director whose agencies did not apply for funds, and a staff member of the County's Office of Education or a school district, or a staff member from the County's Office of Equity, as available. TAM staff will strive to find a balanced committee representing a variety of perspectives and generally familiar with the types of capital projects expected in the OBAG program.

Project Applications Screening

TAM will solicit project applications and conduct an initial screening of projects. TAM will incorporate the following criteria in screening projects:

- Eligibility: Potential sponsors and applications are screened for eligibility with federal and regional requirements.
- Alignment: Projects are evaluated for alignment with relevant federal and regional plans and policies. All projects must be consistent with Plan Bay Area 2050.
- Deliverability: Applicants and projects are screened for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. TAM will ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy and can meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

Priority Development Area (PDA) Minimum Investments

TAM will submit project nominations from PDAs that amount to 50% or more of the total funding request.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations.

Evaluation Criteria

To prioritize projects that align with regional plans and policies, TAM must give additional weight to projects that:

1. Are located in PDAs or Transit-Rich Areas (TRAs), or identified in locally adopted plans for PDAs;
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Plan (CBTP) or projects located within Equity Priority Communities with demonstrated community support;
4. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color are prioritized over projects without these attributes;
5. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance;
6. Implement multiple Plan Bay Area 2050 strategies;
7. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue Ribbon Transit Transformation Action Plan;
8. Are considered of countywide or regional significance;

9. Are located in multiple jurisdictions with evidence of support from each jurisdiction (a single project delivery sponsor is required);
10. Contribute a higher share of local funds than the requisite local match for federal funds, for project nominations that are not in disadvantaged communities; projects located in disadvantaged communities need only contribute the required local match;
11. Promote or enhance multi-modal access; and
12. Address safety improvements.

Evaluation criteria must be approved by both MTC staff and the TAM Board prior to the release of the Call for Projects.

County Nominations

After completing initial project screening and evaluations, TAM will present the recommended project nominations to the TAM Board for approval as required by MTC's guidelines. Following Board approval, TAM will submit prioritized project nominations and required documentation to MTC by September 30, 2022.

On a case-by-case basis, as determined by MTC staff, TAM may submit a draft prioritized nomination list by September 30, 2022 and submit the TAM Board approved nomination list and required documentation by October 31, 2022.

MTC will select final projects for funding based on project nominations received from TAM.

Eligible Projects for Funding

Eligible projects for funding by category include the following:

- **Growth Framework Implementation**
 - Local PDA Planning grants (in addition to those funded through the Regional Program)
 - Local planning grants for other new PBA 2050 Growth Geographies
- **Climate, Conservation, and Resilience**
 - Transportation demand management programs
 - Mobility Hub planning and implementation
 - Parking reduction and curb management programs
 - Car share and bike share capital projects
 - Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
 - Bicycle and pedestrian access to open space and parklands
 - Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)
- **Complete Streets and Community Choice**
 - Bicycle and pedestrian improvements and programs
 - SRTS projects and programs
 - Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
 - Complete streets and sustainable streets improvements
 - Streetscape projects to encourage biking, walking, and transit use

- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Rural road improvements on the federal aid system.
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)
- **Multimodal Systems Operations and Performance**
 - Transit capital improvements, including vehicles for new or expanded service
 - Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
 - Local actions to advance implementation of the Transit Transformation Action Plan
 - Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
 - Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Ineligible Projects

Projects and programs that are not eligible for funding include air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

OBAG 3 Schedule

Milestone	Date
TAM Board approves Local Criteria	May 26, 2022
TAM issues OBAG 3 Call for Projects	May 31, 2022, no later
Applications due to TAM	July 27, 2022
Review Committee evaluates applications and prioritizes funding	August/September 2022
FP&L Executive Committee recommends applications for submittal to MTC	September 12, 2022
TAM Board adopts applications for submittal to MTC	September 22, 2022
Project nominations due to MTC	September 30, 2022
All requisite documentation and compliance requirements due to MTC	October 31, 2022
MTC adopts final project selection for funding	January 2023

Sponsor Requirements for Cities and Counties

These requirements apply to cities and counties and do not apply to sponsors with no general plan or land use authority, such as TAM or transit agencies under a Joint Powers Agreement (JPA) or special district. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

Sponsor Requirements for All Recipients

All recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and
- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). TAM must make checklists available to the Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.
- For projects eligible for Congestion Mitigation and Air Quality (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under “Partner Agency Resources.”
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor’s governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC’s Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

OBAG 3 Project Applications Received						
No.	Sponsor	Project Name and Description	Project Type	Total Project Cost	Amount Requested	Phase(s) Requested
1	Corte Madera	Paradise Drive - Bicycle and pedestrian facilities along Paradise Drive between Westward Drive and 950' east of Robin Drive.	Bike/Ped	\$3,125,000	\$2,187,500	PE, CON
2	Marin Transit	Green Facility Improvements - Renovate and improve two recently purchased transit facilities at 3000-3020 Kerner Blvd, San Rafael, Marin County, CA and 600 Rush Landing Road, Novato.	Transit Capital	\$2,400,000	\$1,920,000	PE, CON
3	Marin Transit	Transit Corridor Improvements - Evaluate and make improvements to high ridership transit corridors that include enhanced passenger information, upgraded amenities at bus stops, and transit priority improvements with target corridors to include 4th Street, San Rafael; Lincoln Ave, San Rafael; and South Novato Blvd, Novato.	Transit Operations	\$2,000,000	\$1,600,000	PE, CON
4	Mill Valley	Pedestrian Gap Closure Project - Design and construct four key sidewalk gap closure locations and one Class III bicycle facility along one of the project segments at: 1) Elm Avenue (westside), 2) Hilarita Avenue (eastside), 3) Throckmorton Avenue (northside), and 4) Kipling Drive (westside).	Bike/Ped	\$2,102,890	\$1,861,689	PE, CON
5	Novato	Grant Avenue Bridge Rehabilitation and Complete Streets - Rehabilitate the existing vehicle bridge on Grant Avenue over Novato Creek, adding complete streets elements, and improving pedestrian and bicycle access along this major corridor into downtown Novato.	Bridge/Bike/Ped	\$6,160,000	\$4,575,000	CON
6	Novato	San Marin High School Area Multimodal Access Project - Install enhancements at the intersection of Novato Boulevard/San Marin Drive-Sutro Avenue, the intersection of Sutro Avenue/Michele Circle, and segment of Sutro Avenue from Novato Boulevard to Michele Circle. Project includes modifying striping of the intersection to better channelize vehicles and bicycles, adding a crosswalk across the Sutro Avenue approach, constructing new curb extensions to reduce pedestrian crossing distances, providing accessible curb ramps, and adding enhanced green bike lane markings. In addition, a Class I multi-use path would be constructed along the west side of Sutro Avenue and a new crosswalk would be installed across Sutro Avenue at the uncontrolled crossing at Michele Circle.	Bike/Ped	\$2,445,000	\$2,108,000	PE, CON
7	Ross	Laurel Grove Safe Pathways Project Phase III - Construct a dedicated asphalt pedestrian pathway and protective berm from the limits of the proposed Phase II at Canyon Road South to the Town Limits at Makin Grade.	Bike/Ped	\$1,105,000	\$500,000	CON
8	San Rafael	Northgate Area PDA Study - Develop a Specific/Precise Plan for the North San Rafael/Northgate Priority Development Area (PDA), covering over 100 acres within the Northgate area of North San Rafael including the Civic Center SMART commuter train station.	Planning Study	\$900,000	\$796,770	Planning
9	San Rafael	Canal Area PDA Study - Develop a Specific/Precise Plan for the Southeast San Rafael/Canal Priority Development Area (PDA), covering a large geographic area that contains the highest concentration of mixed uses and intensity of development, including the highest density of rental housing in Marin County. The Canal neighborhood is identified as an Equity Priority Community (EPC) as its residents are primarily low-income immigrants.	Planning Study	\$900,000	\$796,770	Planning
10	San Rafael	Second and Fourth Street Intersection Improvements - Improve access to the non-conventional multi-legged intersection at the City's westerly gateway where two major arterial roadways meet a frontage road and residential streets. The intersection is difficult to navigate by motorists, bicyclists, and pedestrians. This project reconfigures the intersection and improves the traffic signal to extend the Cross Marin Bikeway while improving access and safety for pedestrians. These intersection enhancements are complementary to the Third Street improvement project, which includes a Class IV cycletrack along Second Street that is currently under construction.	LSR/Bike/Ped	\$4,367,000	\$3,051,000	CON
11	San Rafael	San Rafael/Canal Active Transportation Improvements - Design and construct a number of pedestrian, bicycle, and transit enhancements in the Canal neighborhood. Pedestrian enhancements include curb ramp upgrades, sidewalk gap closures, corridor lighting improvements, and uncontrolled crosswalk enhancements on 19 streets and pathways. Bicycle improvements would construct bicycle boulevard treatments along three key streets in the neighborhood's bicycle network and add secure bicycle parking at a popular neighborhood park. Transit improvements would add transit shelter enhancements at 5 high-ridership stops and would construct a new transit stop along a high-use transit route.	Bike/Ped/Transit Access	\$5,153,818	\$4,123,054	PE, CON
12	Sausalito	Bridgeway Bike Lane Project - Princess Street to Richardson - Remove the center lane between Princess Street and Richardson Ave. and install dedicated bike lanes on either side of the roadway. Where width allows a dedicated class 4 bike lane north bound will be added. The project also includes road repairs and the installation of a new cross walk, Rapid Flashing Beacon and curb ramps at the Richardson/Bridgeway intersection.	Bike/Ped	\$637,214	\$504,600	CON
13	Sausalito	Bridgeway Improvements - Napa to San Carlos Ave. - Resurface Bridgeway Blvd, install safety improvements between Napa Street and San Carlos, and the install a round about at Napa Street.	LSR	\$3,751,000	\$3,320,400	PE, CON
14	Sausalito	Coloma Street Sidewalk Improvement Project - Install new sidewalk along the north side of Coloma Street adjacent to the Martin Luther King Campus from Bridgeway to Olima. The work includes sidewalk minor retaining walls, a mid block crossing with a RRFB, roadway improvements, striping and improvements to support safe pedestrian access.	Ped	\$988,901	\$475,613	CON
15	Sausalito	Bridgeway Signal Improvements at Easterby - Remove and replace an older signal system at the intersection of Bridgeway Blvd. and Easterby Street, Spring Street at Marinship which are all within several hundred feet of each other. The project includes but is not limited to replacement of signal poles, signal heads, installation of video detection, improvements to the cross walks and ramps.	LSR	\$1,026,591	\$908,841	CON
16	SMART	SMART Pathway-Great Redwood Trail - Novato (Hannah Ranch Road to Rowland) - Construct 0.4 miles of Class 1 non-motorized pathway within and along the publicly owned railroad right-of-way between Hannah Ranch Road and Rowland Boulevard South, connecting to Class 1 pathway to the south and creating bicycle-pedestrian access where none currently exists.	Bike/Ped	\$2,259,272	\$1,000,000	CON
17	TAM	Street Smarts Messaging Campaign Banner Refresh - Implement a public education campaign designed to raise awareness of driver, pedestrian, and bicyclist behavior in order to make streets safer and friendlier. The program works on many levels by providing transportation-related safety messages via outdoor media (e.g., banners, signs, and posters) and community outreach (e.g., brochures, presentations, and press coverage).	Educational/Promotional	\$300,000	\$265,590	CON
			Total	\$39,621,686	\$29,994,827	