



DATE: February 28, 2013  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Allocation of OneBayArea Grant (OBAG) Project Funding

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**Background:**

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OneBayArea (OBAG) program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network, Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be \$18.8 M over 4 years.

Between July 2012 and December 2012, the STA Board has programmed \$12.573 M of the available \$18.769 M of STA OBAG funds for the following projects and programs:

1. Local Streets and Roads Projects, \$5.863 M
2. STA Planning, \$3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, \$2.535 M
4. Vallejo Georgia Street Downtown Streetscaping Projects, \$0.611 M
5. Solano Napa Commuter Information, \$0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, \$0.025 M (net after backfill)

Of the \$6.196 M remaining, \$0.586 M is Surface Transportation Program (STP) funds (flexible funds for planning and rehabilitation projects) and \$5.610 M is Congestion Mitigation and Air Quality (CMAQ) funds (emission reduction funds for bicycle, pedestrian, and complete streets projects).

**Discussion:**

Prior to recommending OBAG funding to the STA Board, STA staff have developed project screening & ranking criteria and funding eligibility information to help inform a funding strategy that leverages other funding outside of OBAG, such as State Transit Assistance Funds (STAF), Transportation Development Act Article 3 (TDA-3) funds, and other competitive grants. This balanced strategy will be reviewed by several STA advisory committees prior to coming before the STA Board, as described in the attached schedule (Attachment A).

*OBAG Candidate Projects Assessment*

On February 13, 2013, the STA Board adopted OBAG Candidate Projects Assessment results, which shows why the 17 remaining OBAG projects are important as measured by various criteria (Attachment B).

### *OBAG Project and Program Tiers to be Analyzed with Funding Eligibility*

On January 9, 2013, STA staff also presented a STA OBAG Funding Eligibility Table that analyzes whether an OBAG project is either a good, partial, or poor match for a variety of STA discretionary or competitive funding sources outside of OBAG funds (Attachment C). STA staff discussed how staff will group OBAG projects into tiers based on assessment results, funding eligibility, and project deliverability within the context of a broader funding strategy, as described by the STA's funding strategy principles, adopted by the STA Board on March 10, 2010 (Attachment D). During the January 30<sup>th</sup> STA TAC, committee members requested a handout showing project funding requests (\$16.29 M) and total project costs (\$21.72 M) (Attachment E).

### *OBAG Project Funding Strategy*

After reviewing project applications, assessment results, funding eligibility, and deliverability, STA staff recommended programming of a variety of funding sources over the next 3 years to advance the development of Tier 1 projects countywide (Attachment F). This recommendation was discussed at the February 27, 2013 TAC meeting. Local agency planning directors and transit operators were also invited to attend this TAC meeting. TAC members requested a special TAC meeting to be held on March 6<sup>th</sup> to review the staff proposal in greater detail, prior to recommending action to the STA Board. However, the STA TAC did not recommend any additional changes to the updated STA staff recommendation and unanimously forwarded a recommendation to the STA Board for approval.

### **Fiscal Impact:**

None at this time. Adoption of the funding strategy will help guide subsequent project and programming funding actions by the STA Board. STA staff anticipates STP and CMAQ programming actions to be taken by the STA Board between April and June of 2013. These federal funds would be made available to project sponsors by November 2013, should MTC's 2013 Transportation Improvement Program (TIP) development process remain on schedule.

TDA Article 3 and STAF program funds included in the funding strategy would be acted on by the STA Board after appropriate STA advisory committees review and recommend the OBAG project funding strategy and make subsequent programming recommendations for these fund sources at later dates.

### **Recommendation:**

Approve the STA OneBayArea Grant (OBAG) Funding Strategy as shown in Attachment F.

### Attachments:

- A. STA OBAG Development Schedule, 01-17-2013
- B. STA OBAG Candidate Projects Assessment Results, 01-31-2013
- C. STA OBAG Candidate Projects Funding Eligibility Table, 12-31-2013
- D. STA Funding Strategy Principles and Criteria, 04-10-2010
- E. STA OBAG Candidate Project Funding Requests and Total Costs, 02-20-2013
- F. OneBayArea Grant (OBAG) Project Funding Strategy
- G. OBAG Project Funding Strategy Presentation, 3-13-2013

## OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

<b>Date</b>	<b>Meeting</b>	<b>Action</b>
<b>2012</b>		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs (\$6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula (\$5.86 M as modified Dec 12)
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo (\$0.611 M swapped)
Dec 12	STA Board	STA Board Screens out projects that did not meet screening criteria and shifts available funds to Local Streets and Roads projects
<hr/>		
<b>2013</b>		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
<b>Feb 13</b>	<b>STA Board</b>	<b>Approve OBAG Project Assessment</b>
Feb 26	Consortium	Review OBAG Funding Strategy and Approve priorities for State Transit Assistance Funds (STAF) for projects shown in the strategy
Feb 27	TAC	Recommend Approval of OBAG Funding Strategy
Feb 28 tentative	PAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
<b>Mar 13</b>	<b>STA Board</b>	<b>Approve OBAG Funding Strategy</b>
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

Revised Draft STA OneBayArea Assessment  
2/13/2013

Jan 30 STA TAC / Feb 13 STA Board Changes Highlighted

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes"
	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ- ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12- 13, 13-14?	Local Match	
<b>Transit Related Projects</b>															
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	9
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	Yes	No	Yes	8
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Med	No	No	Yes	7
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	Yes	High	Yes	No	Yes	8
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8
<b>Complete Streets Style Projects</b>															
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	9
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	No	Yes	Yes	8
Safe Routes to School (SR2S) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	7
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6
Suisun City Lotz Way Improvements	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	6
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	No	Med	Yes	No	Yes	6
<b>Bicycle or Pedestrian Projects</b>															
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	Yes	Low	No	Yes	Yes	7
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	Yes	Low	No	No	Yes	6
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	Yes	6
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	No	Med	No	No	No	5

\* The "Countywide or Equitable" criteria has been revised to show "yes" for projects that benefit residents from more than one jurisdiction.

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	STA Discretionary									TOTAL
	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	
Funding Source	STP (OBAG)	CMAQ (OBAG)	TDA Article 3	TFCA, Program manager	STAF, Population	STAF, Regional Paratransit	Lifeline (STP, Prop 1B, STAF)	Prop 1B, PTMISEA	FTA 5311, Rural (+ JARC MAP21)	
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	\$ 146,500	\$ 1,688,500	\$ 274,000	\$ 270,000	\$ 1,980,000	\$ 400,000	\$ 2,000,000	\$ 716,667	\$ 295,000	\$ 7,770,667
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 586,000	\$ 6,754,000	\$ 1,225,000	\$ 1,080,000	\$ 7,920,000	\$ 1,600,000	\$ 6,000,000	\$ 4,300,000	\$ 1,180,000	\$ 30,645,000
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
<b>Transit Related Projects</b>										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
<b>Complete Streets Style Projects</b>										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
<b>Bicycle or Pedestrian Projects</b>										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	



# Solano Transportation Authority (STA) Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

- 1. Minimum of One Top Priority Project Per Agency every 10 years**
  - a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
  - b. Criteria: Developed project phases per member agency per decade.
- 2. Create Funding Certainty**
  - a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
  - b. Criteria: Funded Project Delivery Phases
    - i. Environmental Review
    - ii. Preliminary Engineering and Design
    - iii. Right-of-Way Acquisition
    - iv. Construction
- 3. Reward Project Progress**
  - a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
  - b. Criteria: Completed Project Delivery milestones
    - i. Environmental Document approval, permits obtained, and Project Approval
    - ii. Final Design complete
    - iii. Right-of-Way acquired
- 4. Maximize Countywide Funding through Leveraging**
  - a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
  - b. Provide basic local matches to obligate grant funds**
    - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
    - ii. Criteria: Ratio of STA grants vs. other funding
  - c. Develop projects to compete for “Shovel-Ready” grants**

- i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
  - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
- d. Invest comprehensively in a project area to compete for large grants**
- i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
  - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
  - iii. Criteria: Ratio of STA investments vs. regional grant funding

## STA OBAG Candidate Projects

02-20-2013

Transit Related Projects	Requested Amount	Total Project Cost
Transit Ambassador Program	250,000	282,000
Fairfield West Texas Gateway Access	2,000,000	3,250,000
Benicia Industrial Park Transit Hub	500,000	1,750,000
Suisun/Fairfield Train Station Improvements	550,000	550,000
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Under development	Under development
<b>Complete Streets Style Projects</b>		
Key Destination Sidewalk/St Inventory	Under development	Under development
Vallejo Downtown Streetscape Improvements	1,640,000	2,050,000
Safe Routes to School (SR2S) Engineering Projects	1,200,000	1,355,000
Vacaville Allison PDA Bike and Ped improvements	586,000	665,000
Vacaville Ulatis Creek Bike Path	2,212,000	2,500,000
Suisun City Lotz Way Improvements	1,200,000	1,200,000
Vacaville Mason Street at Depot Street Road Diet	309,000	350,000
Suisun City Railroad Avenue Extension Project	1,522,500	2,878,000
<b>Bicycle or Pedestrian Projects</b>		
Solano County Vaca Dixon Bike Path Phase 5B	1,805,000	2,040,000
Solano County Lake Herman Road Bike Path	2,070,000	2,340,000
Rio Vista Waterfront Promenade Phase 2	450,000	511,000
Benicia First Street Pedestrian Improvements	To be revised	To be revised
<b>TOTAL</b>	<b>16,294,500</b>	<b>21,721,000</b>

STA OBAG Funding Recommendation

<b>Funding Considered in OBAG Strategy</b>		<b>CMAQ</b>	<b>STP</b>	<b>STAF</b>	<b>TDA</b>	<b>TOTAL</b>
FY 2012-13, 13-14, 14-15, 15-16		<b>5,610</b>	<b>586</b>	<b>182</b>	<b>485</b>	<b>6,377</b>
<b>Sponsor</b>	<b>Tier 1 projects</b>					
STA	SR2S Engineering Projects	1,200				<b>1,200</b>
STA	Transit Ambassador Program	250		32		<b>282</b>
Suisun	Suisun Train Station Improvements	315	100	150	35	<b>600</b>
Rio Vista	Waterfront Promenade				450	<b>450</b>
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				<b>450</b>
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				<b>500</b>
Vallejo	Vallejo StreetScape (Maine St)	1,095				<b>1,095</b>
County	Vaca-Dixon Bicycle Path	1,800				<b>1,800</b>
Various	Planning Grants		486			<b>486</b>
<b>TOTAL</b>		<b>5,610</b>	<b>586</b>	<b>182</b>	<b>485</b>	<b>6,377</b>

<b>Sponsor</b>	<b>Tier 2 projects</b>
Benicia	First Street Pedestrian Improvements
Benicia	Industrial Park Transit Hub
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non-ambulatory riders and mobility programs

<b>Sponsor</b>	<b>Tier 3 projects</b>
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory

# OneBayArea

## Grant Program

### Allocation of OBAG Project Funding

Solano Transportation Authority

STA Board Meeting, 03-13-2013



# Types of Funding Available in OBAG



## **Congestion Mitigation & Air Quality (CMAQ): Reduce Emissions**

Bike lanes, multiuse paths, pedestrian amenities, streetscaping, lighting, etc.

## **Surface Transportation Program (STP): Flexible**

Planning and Rehabilitation projects on federal aid system, etc.

# \$18.8 M was available over 4 years

## \$6.2M remaining

<b>Projects and Programs Funded</b> in millions	<b>STP</b>	<b>CMAQ</b>	<b>Transportation Enhancements (TE)</b>
Beginning OBAG Funding, \$18.769 M	9.480	8.148	1.141
Local Streets and Roads Projects	5.863		
STA Planning	3.006		
Dixon West B Street Bicycle Pedestrian Undercrossing		1.394	1.141
Vallejo Georgia Street Downtown Streetscaping Project		0.611	
Solano Napa Commuter Information (SNCI)		0.533	
STA Priority Development Area (PDA) Investment and Growth Strategy	0.025		
<b>Remaining STP</b>	<b>0.586</b>		
<b>Remaining CMAQ</b>		<b>5.610</b>	

# OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

<b>Date</b>	<b>Meeting</b>	<b>Action</b>
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<b>Mar 13</b>	<b>STA Board</b>	<b>Approve OBAG Funding Strategy</b>
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

# Creating a Balanced Funding Strategy

- Project Assessment Criteria
  - Why are projects important?
- Funding Eligibility
  - What resources are available?
- Project Deliverability
  - How ready is the project?
- Funding Strategy Principles
  - How do we balance project importance with implementation?

# O BAG Candidate Projects Assessment

## Attachment B

- Plan Achievement
  - Number of Plan Goals
  - Priority Plan Project
- Specific Benefits
  - Safety, Alt modes, transit, complete streets
- Area Investments
  - Priority Development Areas, Communities of Concern, Employment Centers
- Regional/Equitable
  - Countywide program or Equitable distribution, benefit large number of residents, proportional housing share
- Delivery Incentives
  - Early delivery (1<sup>st</sup> 2 years), Local match available

## ATTACHMENT B

Draft STA OneBayArea Projects Assessment  
1/2/2013, as revised by STA TAC

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes"	
	MTC RTP Goals (10)	STA CIP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ- ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12- 13, 13-14?	Local Match		
<b>Transit Related Projects</b>																
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	8	
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	TBD	Med	Yes	No	Yes	8	
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	TBD	Med	No	No	Yes	6	
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	TBD	High	Yes	No	Yes	8	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8	
<b>Complete Streets Style Projects</b>																
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	10	
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	TBD	Med	No	Yes	Yes	8	
Safe Routes to School (SR25) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	8	
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	TBD	Med	No	No	Yes	6	



# Funding Strategy Principles, Bridging Project Importance with Implementation

1. Minimum of one top priority project per agency every 10 years
  - Equity
2. Create funding certainty
  - Fully funded phases
3. Reward project progress
  - Completed phases
4. Maximize countywide funding through leveraging
  - Local match
  - Shovel-ready
    - \* Planning grants to prepare projects to compete for future funds
  - Compete for larger grants

# OBAG project Tiers and example criteria results

## Tier 1 (8 projects)

- high ranking results,
- are good candidates for federal funding in this OBAG cycle.

- Countywide/equitable
- High Benefit to number of residents
- Community of Concern
- Local Match available
- Broad Funding Eligibility

## Tier 2 (5 projects)

- rank less well,
- may still provide a substantial benefit

- Not Countywide/equitable
- Medium to Low Benefit to number of residents
- Not in a community of concern
- Local match usually available
- Narrow Funding Eligibility

## Tier 3 (4 projects)

- the lowest ranking or
- are not good candidates for federal funding

- Several rank highly on criteria assessment but are not good candidates for federal funding
- Project areas in PDAs were better candidates for planning funds for additional development

## STA OBAG Candidate Projects

02-20-2013

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Benicia Industrial Park Transit Hub	500,000	1,750,000
Suisun/Fairfield Train Station Improvements	550,000	550,000
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Under development	Under development
<b>Complete Streets Style Projects</b>		
Key Destination Sidewalk/St Inventory	Under development	Under development
Vallejo Downtown Streetscape Improvements	1,640,000	2,050,000
Safe Routes to School (SR2S) Engineering Projects	1,200,000	1,355,000
Vacaville Allison PDA Bike and Ped improvements	586,000	665,000
Vacaville Ulatis Creek Bike Path	2,212,000	2,500,000
Suisun City Lotz Way Improvements	1,200,000	1,200,000
Vacaville Mason Street at Depot Street Road Diet	309,000	350,000
Suisun City Railroad Avenue Extension Project	1,522,500	2,878,000
<b>Bicycle or Pedestrian Projects</b>		
Solano County Vaca Dixon Bike Path Phase 5B	1,805,000	2,040,000
Solano County Lake Herman Road Bike Path	2,070,000	2,340,000
Rio Vista Waterfront Promenade Phase 2	450,000	511,000
Benicia First Street Pedestrian Improvements	To be revised	To be revised
<b>TOTAL</b>	<b>16,294,500</b>	<b>21,721,000</b>

# Transit Ambassador Program



Tier 1 project

\$282,000 Total Cost

\$250,000 Request

\$250,000 CMAQ  
recommended

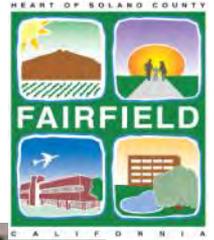
## Delivery Strategy

- Transfer or swap CMAQ funds to FTA
- Advance as a pilot program

Travel training involves teaching people to independently use fixed-route public transportation, and is often focused on people with disabilities and seniors. Varieties of travel training include:

- group training,
- one-on-one individualized training, and
- peer-to-peer training.

# Fairfield West Texas Gateway Access



Tier 2 project

\$3,250,000 Total  
Cost

\$2,000,000  
Request

No OBAG funding  
recommended



Modify the intersection of the I-80 Eastbound Off-Ramp with west Texas Street to:

- eliminate the free right turn;
- add a bus-only access ramp;
- install enhanced crosswalks;
- construct sidewalk and shared use trail; and
- install hardscape and landscape gateway features.

## Delivery Strategy

- RM2 funding for PE/ENV to get CON ready
- Possible candidate for future SR2T and ATP funding

# Benicia Industrial Park Transit Hub

Tier 2 project\*

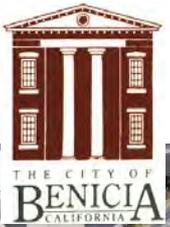
\$1,750,000 Total Cost  
\$500,000 Request

No OBAG funding  
recommended

## Delivery Strategy

- Complete PA/ED with existing RM2 funds
- Develop O&M Plan
- Recommended for \$250,000 in STP Planning by STA TAC

\* Once environmentally cleared and O&M plan developed, future candidate for STAF



Benicia Industrial Park Transit Hub Project- This project will construct a 1.0 acre bus hub for FAST Route 40 and other providers in the Benicia Industrial Park Priority Development Area consisting of: 50 parking stalls for van pooling, carpooling, and park & ride, electric vehicle charging station, solar array, bus pullouts, bus shelters, bicycle facilities, streetlights, landscaping, food vendors, and restrooms.

# Suisun/Fairfield Train Station Improvements



Tier 1

\$550,000 Total Cost

\$550,000 Requested

Recommended:

*\$315,000 CMAQ*

*\$150,000 STAF*

*\$100,000 STP*

*\$35,000 TDA-3*

(\$600,000 total)

## Delivery Strategy

- Finalize O&M Plan
- Finalize Design Plan

Improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, installing countdown pedestrian heads at traffic signals.

# Intercity Service, for non-ambulatory riders and mobility programs



Tier 2 project

Total Cost & Request under development

No OBAG funding recommended

## Delivery Strategy

- Identify project sponsor and clear concept
- Possible candidate for future STAF or Lifeline funding

**No project sponsors identified for any concept or strategy during the OBAG development process.**

Service and mobility program concepts and strategies are described in the “Solano Transportation Study for Seniors and People with Disabilities.” (Sept 2011)

- explore contracting opportunities with entities that have wheelchair accessible vehicles ... during regular hours
- identify social service agencies who own accessible vehicles that are used for limited hours or days, and which might be available to a taxi service during other times
- public entity to purchase accessible taxis using a capital grant, and then lease them to the cab companies

# Key Destination Sidewalk / Street Inventory



Tier 3 project

**No project sponsors identified for any concept or strategy during the OBAG development process.**

Total Cost & Request under development

Service and mobility program concepts and strategies are described in the “Solano Transportation Study for Seniors and People with Disabilities.” (Sept 2011)

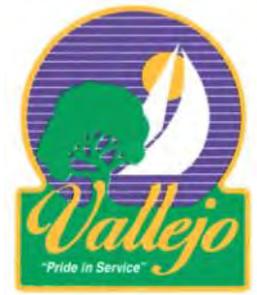
No OBAG funding recommended

- Create walkable communities for seniors and people with disabilities.
- Better walking conditions could improve access to transit and to goods and services,
- and support increased physical activity, providing health benefits to seniors.

## Delivery Strategy

- Identify a project sponsor and clear concept
- Once concept/strategy identified, possible candidate for future STP

# Vallejo Downtown Streetscape Improvements



Tier 1

\$2,050,000 Total Cost

\$1,640,000 Requested

Recommended:

*\$1,095,000 CMAQ*

## Delivery Strategy

- Re-scope project to available funding
- Georgia Street funded with CMAQ & STP



Maine Street Project consists of streetscape improvements on Maine Street between Santa Clara Street and Sacramento Street. Improvements incorporate pedestrian enhancements including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, and art.

# Safe Routes to Schools Engineering Projects



Tier 1 project

\$1,355,000 Total Cost

\$1,200,000 Request

\$1,200,000 CMAQ  
recommended

## Delivery Strategy

- Eligible projects also potential for ATP, YSAQMD, BAAQMD, TDA Article 3 funding

- Project selection based on adopted local SR2S Plans
- Funds distributed by enrollment-based formula with minimum amounts for smaller communities (no less than \$100,000)
- Local match provided by project sponsors



# Vacaville Allison PDA Bike & Pedestrian Improvements



Tier 1 project

\$665,000 Total Cost

\$586,000 Request

\$450,000 CMAQ  
recommended

## Delivery Strategy

- Re-scope project to available funding



## Recommended Scope Revisions:

- 1) Allison Drive Sidewalk (East Side)- construct a 7-foot wide sidewalk and 20-foot wide landscape buffer along the east side of Allison Drive from the Vacaville Transportation Center Entrance (across from Travis Way) to Nut Tree Parkway.
- 2) Allison Drive Bike Path (West Side)- construct a 10-foot wide Class 1 bike path on the west side of Allison Drive between Ulatis Creek and Ulatis Drive.

# Vacaville Ulatis Creek Bike Path



Tier 1 project

\$2,500,000 Total Cost

\$2,212,000 Request

\$500,000 CMAQ  
recommended

## Delivery Strategy

- Re-scope project to available funding



Recommended Scope Revisions:

Construction of a Class 1 off-street bike/pedestrian path along Ulatis Creek, between the end of the Vacaville Downtown Creekwalk at McClellan Street **and Depot Street.**

# Suisun City Lotz Way Improvements



Tier 2 project

\$1,200,000 Total Cost

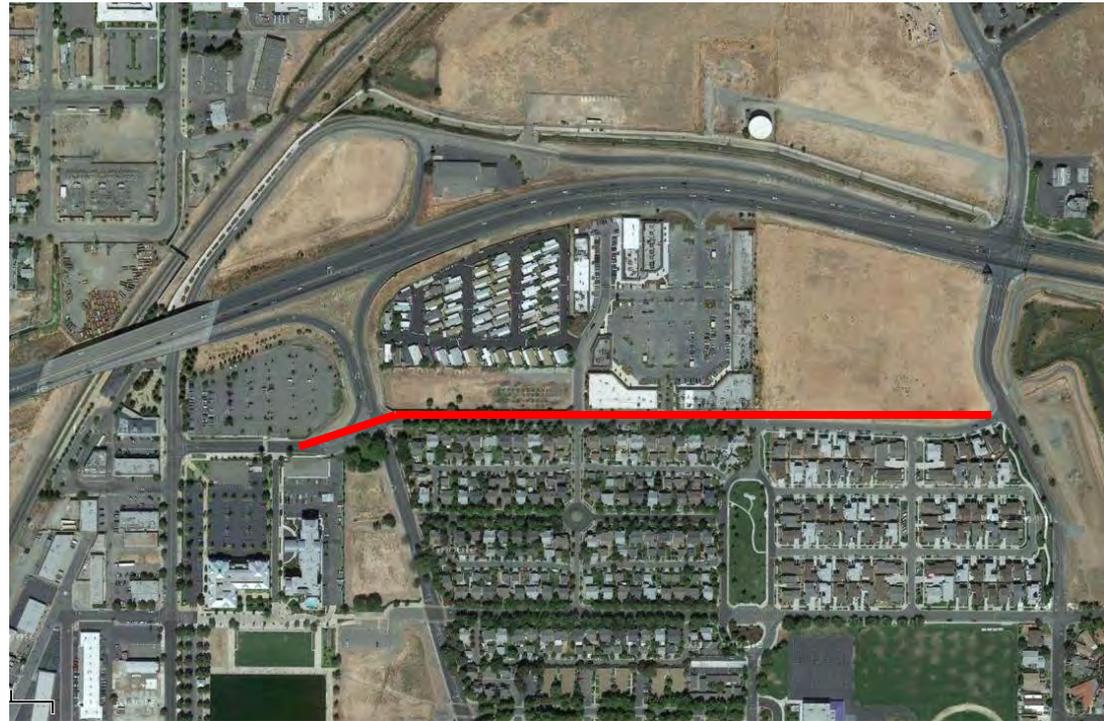
\$1,200,000 Request

No OBAG

funding recommended

## Delivery Strategy

- Potential candidate for future TDA Article 3



- construction of a Class I bikeway which will tie into the beginning of the Central County Bike Path.
- complete the gap in the bikeway system between the downtown area (start of the Central County Bike Path) and the Grizzly Island Trail.
- allow for optimum access to the Suisun City Train Station by pedestrians, bicyclists, commuters and seniors.

# Vacaville Mason Street at Depot Street Road Diet



Tier 2 project

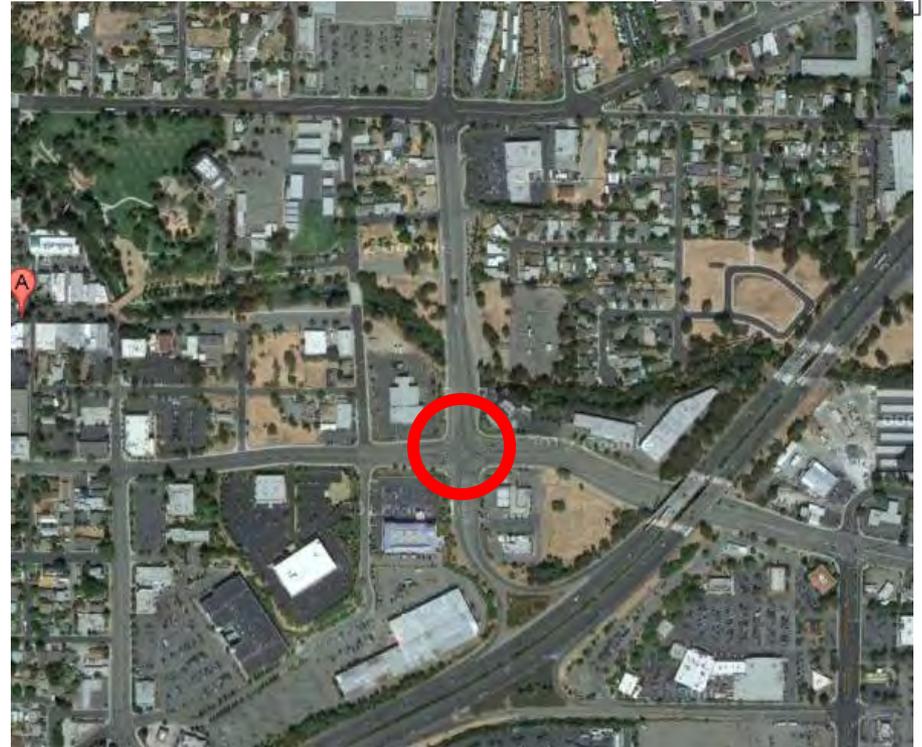
\$350,000 Total Cost

\$309,000 Request

No OBAG funding  
recommended

## Delivery Strategy

- Examine the area need
- Potential candidate for future YSAQMD, ATP, and PDA planning funds



Construction of pedestrian refuge/right turn channelization islands at three corners of the Mason Street/Depot Street intersection and a corner bulb-out at the fourth corner, as well as striping new bike lanes to promote pedestrian safety and walkability at one of the widest intersections in the City of Vacaville.

# Suisun City Railroad Avenue Extension project



Tier 3 project

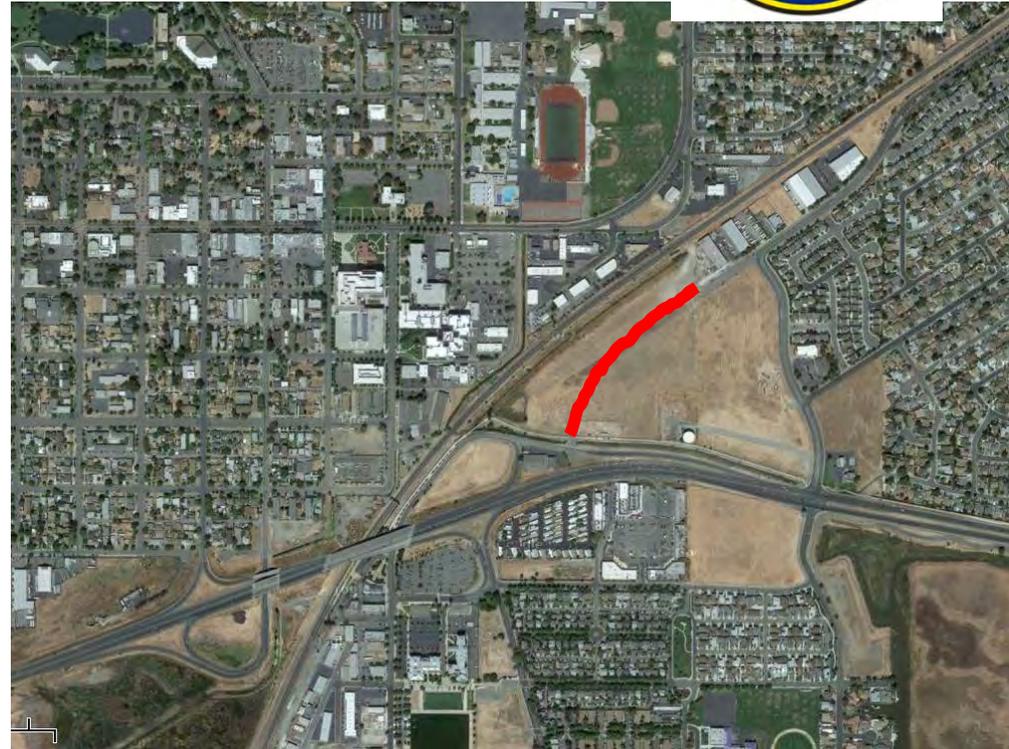
\$2,878,000 Total Cost

\$1,522,500 Request

No OBAG funding  
recommended

## Delivery Strategy

- Identify and finalize adjacent development before applying for future funding
- Not all CMAQ eligible – capacity increasing
- Potential candidate for future TDA Article 3 and CMAQ for portion of project scope



- construct four-lane arterial parkway between Marina Blvd. and Main Street including 1,500 linear feet of street, new bridge over Union Avenue Creek, traffic signal at the intersection of Railroad Ave., Main Street and the Hwy 12 freeway ramp.

# Solano County Vaca Dixon Bike Path Phase 5B



Tier 1 project

\$2,040,000 Total  
Cost

\$1,805,000  
Request

\$1,800,000 CMAQ  
recommended

## Delivery Strategy

- Build as much project as possible given available funding



The Vaca-Dixon Bike Route completes the 10 mile route from Dixon to Vacaville along Pitt School Road and Hawkins Road.

# Solano County Lake Herman Road Bike Path



Tier 2 project

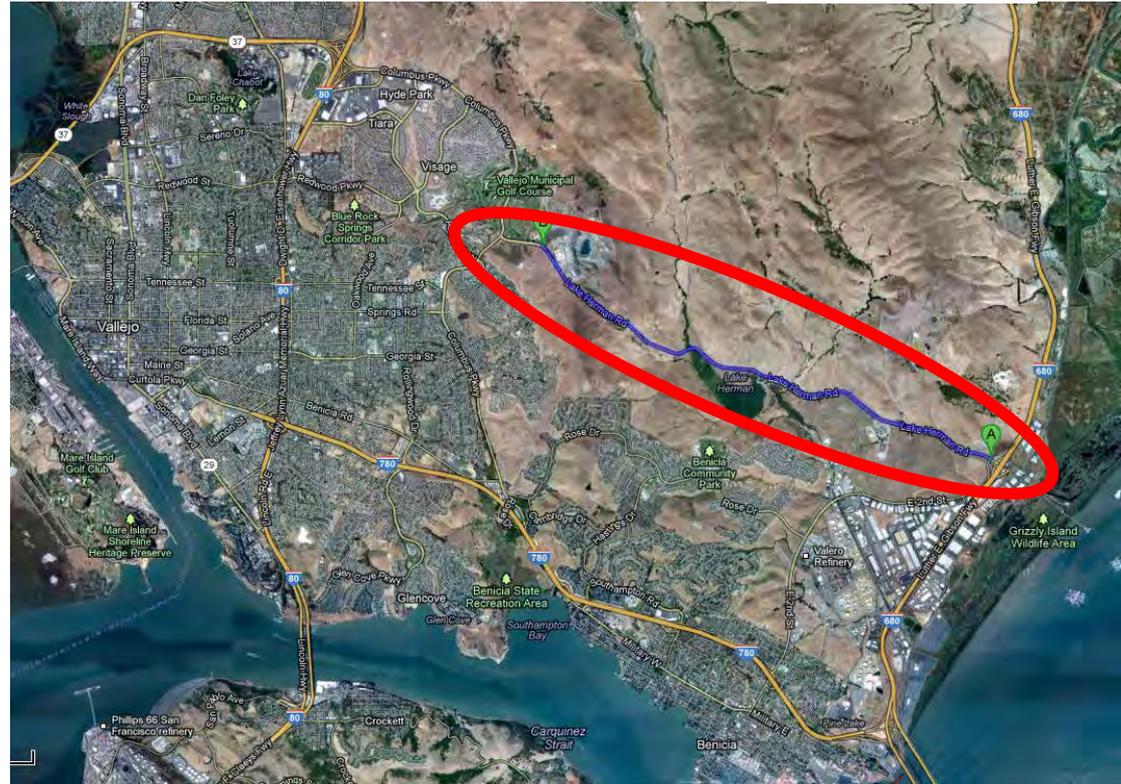
\$2,340,000 Total Cost

\$2,070,000 Request

No OBAG funding recommended

## Delivery Strategy

- Review with advisory committees
- Examine safety data
- Examine future developments in Benicia
- Potential candidate for future TDA or HR3 funding



The Lake Herman Road Bike Path is a 3 mile class II bike path from Vallejo to Benicia.

# Rio Vista Waterfront Promenade Phase 2



Tier 1 project

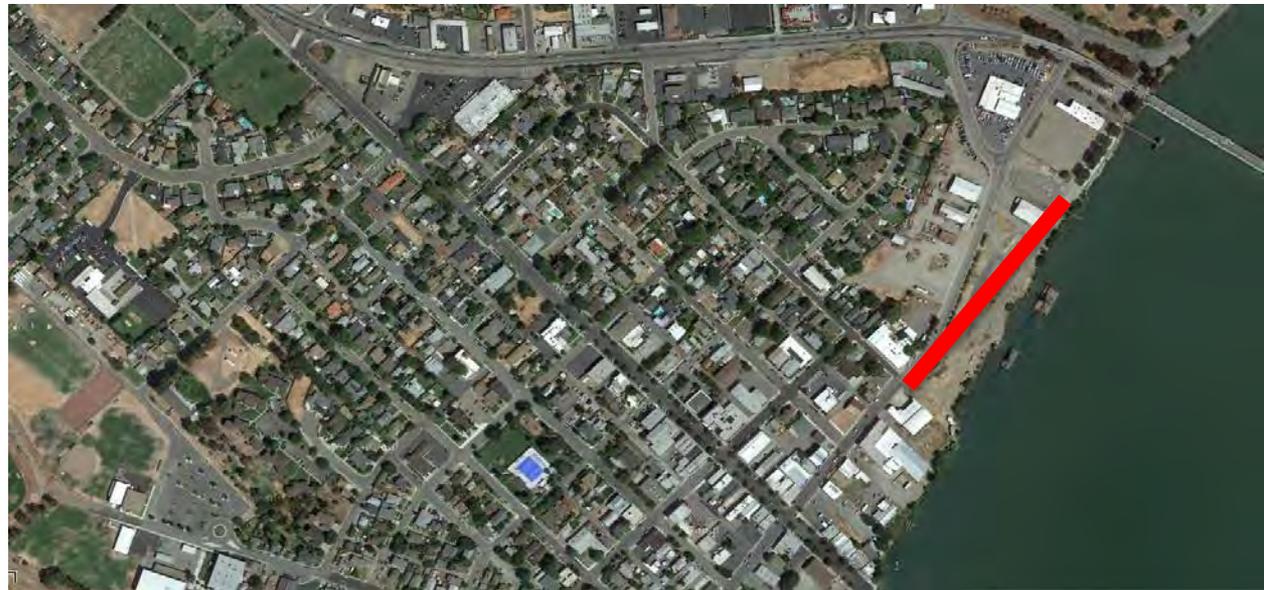
\$511,000 Total Cost

\$450,000 Request

\$450,000 TDA-3  
recommended

## Delivery Strategy

- Implement adopted plan
- Connect to downtown to 1<sup>st</sup> phase (gap closure)
- Identify PM and begin ENV in next year



- Phase 2 promenade improvements proposed in the Rio Vista General Plan and the Waterfront Specific Plan.
- Pedestrian bicycle improvements and ADA access improvements connecting immediately to the south of the Phase 1 improvements and connecting to Front Street at Logan Street.
- This multi-use pathway is expected to revitalize the traditional downtown Rio Vista waterfront/ encourage walking and biking/ stimulate private development including 180 residential dwelling units and result in construction of other mixed-use commercial uses on the adjacent properties as proposed in the Waterfront Specific Plan.

# Benicia First Street Pedestrian Improvements

Tier 2 project

Total Cost \$1,000,000

No OBAG funding recommended

## Delivery Strategy

- Total cost revised to \$1M
- Phase out project, and prioritize blocks
- Potential candidate for future TDA Article 3 and TFCA



- Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street.
- trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.

# Remaining STP set aside for Planning Funds

<b>Projects and Programs Funded in millions</b>	<b>STP</b>	<b>CMAQ</b>	<b>Transportation Enhancements (TE)</b>
<b>Beginning OBAG Funding, \$18.769 M</b>	<b>9.480</b>	<b>8.148</b>	<b>1.141</b>
Local Streets and Roads Projects	5.863		
STA Planning	3.006		
Dixon West B Street Bicycle Pedestrian Undercrossing		1.394	1.141
Vallejo Georgia Street Downtown Streetscaping Project		0.611	
Solano Napa Commuter Information (SNCI)		0.533	
STA Priority Development Area (PDA) Investment and Growth Strategy	0.025		
Remaining STP	0.586		
Remaining CMAQ		5.610	
<b>Suisun City Train Station Improvements</b>	<b>0.100</b>		
<b>Planning Grant Funds for Specific Area Plans</b>	<b>0.486</b>		

# Recommendation

Approve the STA  
OneBayArea  
Grant (OBAG)  
Funding Strategy  
as shown in  
Attachment F.

## STA OBAG Funding Recommendation

2/15/2013

Funding Considered in OBAG Strategy FY 2012-13, 13-14, 14-15, 15-16		CMAQ	STP	STAF	TDA	TOTAL
<b>Sponsor Tier 1 projects</b>						
STA	SR2S Engineering Projects	1,200				1,200
STA	Transit Ambassador Program	250		32		282
Suisun	Suisun Train Station Improvements	315	100	150	35	600
Rio Vista	Waterfront Promenade				450	450
Vacaville	Allison Dr Sidewalk + Class I to Transit Center	450				450
Vacaville	Ulatis Creek Class I (McClellan to Depot)	500				500
Vallejo	Vallejo StreetScape (Maine St)	1,095				1,095
County	Vaca-Dixon Bicycle Path	1,800				1,800
Various	Planning Grants		486			485
<b>TOTAL</b>		<b>5,610</b>	<b>586</b>	<b>182</b>	<b>485</b>	<b>6,377</b>

Sponsor	Tier 2 projects
Benicia	First Street Pedestrian Improvements
Fairfield	West Texas Gateway Access
Suisun	Lotz Way Improvements
Vacaville	Burton Drive and Helen Power Intersection
Vacaville	Vacaville Mason Street at Depot Street Road Diet
Vallejo	Vallejo StreetScape (Maine St, remaining scope)
TBD	Intercity Service for non- ambulatory riders and mobility programs

Sponsor	Tier 3 projects
Benicia	Industrial Park Transit Hub
Suisun	Railroad Avenue Extension
STA	Key Destination sidewalk/Street inventory