



MEETING AGENDA

5:00 p.m., STA Board Workshop
5:30 p.m., Closed Session
6:00 p.m., STA Board Regular Meeting
Wednesday, December 9, 2015
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

- 1. **STA BOARD WORKSHOP – DISCUSSION OF STA’S 2016 LEGISLATIVE PRIORITIES**
(5:00 – 5:30 p.m.)
- 2. **CLOSED SESSION** Bernadette Curry
(5:30 – 6:00 p.m.)
Potential exposure to litigation pursuant to GC § 54956.9: One case
- 3. **CALL TO ORDER/PLEDGE OF ALLEGIANCE** Chair Patterson
(6:00 – 6:05 p.m.)
- 4. **CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Patterson
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

STA BOARD MEMBERS

Elizabeth Patterson (Chair)	Norman Richardson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis	Jim Spering
City of Benicia	City of Rio Vista	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

STA BOARD ALTERNATES

Tom Campbell	David Hampton	Jerry Castanon, Jr.	Chuck Timm	Lori Wilson	Curtis Hunt	Jesse Malgapo	Erin Hannigan
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- 5. APPROVAL OF AGENDA**
(6:05 – 6:10 p.m.)
- 6. OPPORTUNITY FOR PUBLIC COMMENT**
(6:10 – 6:15 p.m.)
- 7. EXECUTIVE DIRECTOR’S REPORT – Pg. 7**
(6:15 – 6:20 p.m.) Daryl K. Halls
- 8. REPORT FROM THE METROPOLITAN
TRANSPORTATION COMMISSION (MTC)**
(6:20 – 6:25 p.m.) Jim Spering,
MTC Commissioner
- 9. STA PRESENTATIONS**
(6:25 – 6:35 p.m.)
- A. Federal Legislative Update** Susan Lent, Akin Gump
 - B. Solano Commute Challenge- Results** Sean Hurley
 - C. Directors Reports:**
 - 1. Planning** Robert Macaulay
 - 2. Projects** Janet Adams
 - 3. Transit/Rideshare/Mobility Management** Sarah Fitzgerald
- 10. CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:35 – 6:40 p.m.)
- A. Minutes of the STA Board Special Meeting of November 4, 2015** Johanna Masiclat
Recommendation:
Approve STA Board Special Meeting Minutes of November 4, 2015.
Pg. 11
 - B. Draft Minutes of the TAC Meeting of November 18, 2015** Johanna Masiclat
Recommendation:
Approve Draft TAC Meeting Minutes of November 18, 2015.
Pg. 13
 - C. Fiscal Year (FY) 2014-15 Fourth Quarter Budget Report** Susan Furtado
Recommendation:
Receive and file.
Pg. 17
 - D. Fiscal Year (FY) 2015-16 First Quarter Budget Report** Susan Furtado
Recommendation:
Receive and file.
Pg. 23

- E. STA Employee 2016 Benefit Summary Update** Susan Furtado
Recommendation:
 Receive and file.
Pg. 27
- F. Contract Amendment for STA Legal Services** Daryl Halls
Recommendation:
 Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.
Pg. 35
- G. Active Transportation Program (ATP) Update – ATP Grant for Solano Safe Routes to School** Sarah Fitzgerald
Recommendation:
 Approve the STA Resolution of Local Support No. 2015-10 for \$3,067,000 for the Solano County Safe Routes to School for the Active Transportation Program Grant Submittal.
Pg. 37
- H. SolanoExpress Regional Measure 2 (RM2) Funding** Philip Kamhi
Recommendation:
 Approve the attached STA Resolution No. 2015-11 and RM2 application to the Metropolitan Transportation Commission for SolanoExpress RM2 funding up to \$421,000, Attachment B.
Pg. 45
- I. Consolidated Transportation Services Agency (CTSA) Advisory Committee Representation for Veteran/Low-Income** Liz Niedziela
Recommendation:
 Approve adding a member that represents Veterans/Low-Income residents to the CTSA Advisory Committee.
Pg. 59
- J. Contract Change Order for North Connector Mitigation Site** Janet Adams
Recommendation:
 Authorize the Executive Director to issue a Contract Change Order to Cagwin and Dorward in an amount not-to-exceed \$10,000 to perform North Connector Mitigation Site maintenance activities.
Pg. 61
- K. I-80/I-680/State Route (SR) 12 Interchange Project – Bridge Toll Fund Transfer** Janet Adams
Recommendation:
 Approve the attached STA Resolution No. 2015-12 and Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$2.189 million in Regional Measure 2 or AB1171 Bridge Toll funds to the right-of-way phase of the I-80/I-680/SR 12 Interchange – CP2 for utility relocations.
Pg. 63

- L. I-80/I-680/SR12 Interchange Project – Package 2 Advanced Utility Relocation** Janet Adams
- Recommendation:
 Approve the following actions, to be implemented within a total amount not-to-exceed budget amount of \$2,189,000:
1. Authorize the Executive Director to finalize and execute the attached utility relocation agreements (Attachment A) between STA and utility owners (City of Benicia and Fairfield Suisun Sanitary District (FSSD); and
 2. Authorize the Executive Director to finalize and execute the attached agreement (Attachment B) between STA and Discovery Builders, Inc. for relocation of the City of Benicia and FSSD facilities.
- Pg. 81**
- M. I-80 Express Lanes Project – Cooperative Agreement between STA and Bay Area Infrastructure Financing Authority (BAIFA)** Janet Adams
- Recommendation:
 Authorize the Executive Director to finalize and execute the Cooperative Agreement between STA and BAIFA for funding for final design, right-of-way acquisition and utilities for the I-80 Express Lanes – Red Top Road to I-505 project as shown in Attachment A.
- Pg. 95**
- N. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project – Construction Package 2** Janet Adams
- Recommendation:
 Approve a contract amendment for BKF Engineers in the amount of \$245,820, to cover design engineering services for the I-80/I-680/SR 12 Interchange – Construction Package 2.
- Pg. 109**
- O. Contract Amendment - Jepson Parkway Project Cultural Re-Validation** Janet Adams
- Recommendation:
 Authorize the Executive Director to execute a contract amendment to develop a cultural resource monitoring plan for construction of the Phase 1A and 2A Projects in an amount not to exceed \$15,000.
- Pg. 115**
- P. I-80 Express Lanes Project – Construction Administration** Janet Adams
- Recommendation:
 Authorize the Executive Director to send a letter to Caltrans, requesting approval for STA, in conjunction with BAIFA, to provide construction administration for the I-80 Express Lanes project.
- Pg. 117**

11. ACTION FINANCIAL ITEMS

- A. **STA's Annual Audit for Fiscal Year (FY) 2014-15** Susan Furtado
Recommendation:
Receive and file STA's Annual Audit for FY 2014-15.
(6:40 – 6:45 p.m.)
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12. ACTION NON-FINANCIAL ITEMS

- A. **Draft 2015 Solano Travel Safety Plan** Robert Macaulay
Recommendation:
Authorize the Executive Director to release the Draft 2015 Solano Travel Safety Plan for 30-day public comment period.
(6:45 – 6:55 p.m.)
Pg. 121

13. INFORMATIONAL ITEMS – DISCUSSION

- A. **Regional Sustainable Communities Strategy and One Bay Area Grant Update** Robert Macaulay
(6:55 – 7:05 p.m.)
Pg. 167
- B. **State Transportation Improvement Program (STIP) Update** Daryl Halls
(7:05 – 7:15 p.m.)
Pg. 241

NO DISCUSSION

- C. **Legislative Update** Jayne Bauer
Pg. 249
- D. **Solano Employer Commute Challenge 2015 – Results** Sean Hurley
Pg. 261
- E. **Summary of Funding Opportunities** Drew Hart
Pg. 265
- F. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016** Johanna Masiclat
Pg. 269

14. BOARD MEMBERS COMMENTS

15. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 13, 2016**, Suisun Council Chambers.

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MEMORANDUM

DATE: December 2, 2015
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –December 2015

The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

Shortfall in State Transportation Improvement Program (STIP) Funding Could Delay or Jeopardize Jepson Parkway Allocation Vote *

Last month, staff reported that the Governor and the State Legislature was unable to come to agreement on a transportation funding plan for California. The end result for this fiscal year was a 25% cut in local streets and roads funding resulting in Solano County's cities and the County collectively losing \$5 million (out of a total of \$20.5 million) in badly needed state gas tax funds for local streets and roads.

The lack of available state funding for transportation is having an even larger impact on the State Transportation Improvement Program (STIP), the primary state transportation funding source for new transportation capacity projects for roads, highways and transit. Currently, state funding is appropriated 44% to the STIP, 44% to local streets and roads, and 12% to the State Highway Operations and Protection (SHOPP) for maintenance of the state's highways. Last month, I reported that with a STIP Fund Estimate of only \$46 million statewide, there is no new STIP capacity for the new 2016 STIP.

Of critical importance now is the pending construction allocation request for Solano County's STIP programming for two segments of the Jepson Parkway (Fairfield and Vacaville) totally \$33 million in STIP. This request was scheduled for an allocation vote by the California Transportation Commission (CTC) on December 9th or 10th. CTC staff is now projecting \$400 million in FY 2015-16 STIP programmed projects and only \$250 million in STIP funding capacity. CTC staff has proposed a criteria for allocation of STIP projects for the remainder of this fiscal year that would not favor the Jepson Parkway Project (see staff report included with this agenda). STIP funding for this project comprises half of the total project cost for the Jepson Parkway with the remainder matched with local impact fees and Regional Transportation Impact Fee (RTIF) revenues.

Federal Authorization Bill Looks to Have Made It Across the Finish Line *

STA is hearing encouraging reports from Washington, DC, that an agreement on a long overdue Federal Authorization Bill for Transportation has been reached and that five year authorization bill will be forwarded to the President. STA's Federal Lobbyist, Susan Lent (Akin Gump) is scheduled to join the STA Board at the December 9th meeting at both a 5:00 pm workshop and regular Board meeting to discuss the new bill and the forthcoming legislative session.

Update of Draft Solano Travel Safety Plan *

STA planning staff has been working with public works staff from each of the seven cities and County of Solano to update the 2005 Solano Travel Safety Plan. The new plan provides a summary of 43 safety related projects completed in the last 10 year and identifies new safety priorities for future funding.

STA Annual Audit Achieves 10th Consecutive Clean Audit *

For the 10th year in a row, STA's Fiscal Year (FY) 2014-15 Annual Audit of its finance and accounting resulted in an unqualified audit without any findings. I want to acknowledge the efforts of STA's Accounting and Finance Manager, Susan Furtado, and Judy Kowalsky, Accounting Technician, for their dedicated work throughout the year and their collaboration with STA's department directors and program managers.

Record Number of Solano Schools Partner with STA in Safe Routes to Schools Data Collection Surveys

During the month of October, 38 Solano County schools took part in assisting STA's Safe Routes to School Program to conduct data collection surveys documenting how often students at these school sites walk or bike to school. The two most responsive schools were Benicia with 100% response and Vallejo with 79% response. This data is critical to STA's continuing efforts to pursue competitive grant funding for the Solano Safe Routes to School Program.

Genentech Top Solano Employer for 2015 Solano Employer Commute Challenge *

Vacaville's Genentech was the top employer in the 2015 Solano Employer Commute Challenge with 117 of their employees being designated as commute champions. Other top employers were State Compensation Insurance Fund, also of Vacaville, and the County of Solano.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2015)

A		GIS	Geographic Information System
ABAG	Association of Bay Area Governments		
ACTC	Alameda County Transportation Commission	H	
ADA	American Disabilities Act	HIP	Housing Incentive Program
APDE	Advanced Project Development Element (STIP)	HOT	High Occupancy Toll
AQMD	Air Quality Management District	HOV	High Occupancy Vehicle
ARRA	American Recovery and Reinvestment Act	I	
ATP	Active Transportation Program	ISTEA	Intermodal Surface Transportation Efficiency Act
AVA	Abandoned Vehicle Abatement	ITIP	Interregional Transportation Improvement Program
B		ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	J	
BABC	Bay Area Bicycle Coalition	JARC	Jobs Access Reverse Commute Program
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BAIFA	Bay Area Infrastructure Financing Authority	L	
BART	Bay Area Rapid Transit	LATIP	Local Area Transportation Improvement Program
BATA	Bay Area Toll Authority	LEV	Low Emission Vehicle
BCDC	Bay Conservation & Development Commission	LIFT	Low Income Flexible Transportation Program
C		LOS	Level of Service
CAF	Clean Air Funds	LS&R	Local Streets & Roads
CalSTA	California State Transportation Agency	LTR	Local Transportation Funds
CALTRANS	California Department of Transportation	M	
CARB	California Air Resources Board	MAP-21	Moving Ahead for Progress in the 21 st Century
CCAG	City-County Association of Governments (San Mateo)	MIS	Major Investment Study
CCCC (4'Cs)	City County Coordinating Council	MOU	Memorandum of Understanding
CCCTA (3CTA)	Central Contra Costa Transit Authority	MPO	Metropolitan Planning Organization
CCJPA	Capitol Corridor Joint Powers Authority	MTC	Metropolitan Transportation Commission
CCTA	Contra Costa Transportation Authority	MTS	Metropolitan Transportation System
CEQA	California Environmental Quality Act	N	
CHP	California Highway Patrol	NCTPA	Napa County Transportation & Planning Agency
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act
CMA	Congestion Management Agency	NHS	National Highway System
CMIA	Corridor Mobility Improvement Account	NOP	Notice of Preparation
CMAQ	Congestion Mitigation & Air Quality Program	NVTA	Napa Valley Transportation Authority
CMP	Congestion Management Plan	O	
CNG	Compressed Natural Gas	OBAG	One Bay Area Grant
CTA	California Transit Agency	OTS	Office of Traffic Safety
CTC	California Transportation Commission	P	
CTP	Comprehensive Transportation Plan	PAC	Pedestrian Advisory Committee
CTSA	Consolidated Transportation Services Agency	PCA	Priority Conservation Area
D		PCC	Paratransit Coordinating Council
DBE	Disadvantaged Business Enterprise	PCRP	Planning & Congestion Relief Program
DOT	Department of Transportation	PDS	Project Development Support
E		PDA	Priority Development Area
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PDT	Project Delivery Team
EIR	Environmental Impact Report	PDWG	Project Delivery Working Group
EIS	Environmental Impact Statement	PMP	Pavement Management Program
EPA	Environmental Protection Agency	PMS	Pavement Management System
EV	Electric Vehicle	PNR	Park & Ride
F		POP	Program of Projects
FAST	Fairfield and Suisun Transit	PPM	Planning, Programming & Monitoring
FEIR	Final Environmental Impact Report	PPP (P3)	Public Private Partnership
FHWA	Federal Highway Administration	PS&E	Plans, Specifications & Estimate
FPI	Freeway Performance Initiative	PSR	Project Study Report
FTA	Federal Transit Administration	PTA	Public Transportation Account
G		PTAC	Partnership Technical Advisory Committee (MTC)
GARVEE	Grant Anticipating Revenue Vehicle		
GHG	Greenhouse Gas		

R		TE	Transportation Enhancement
RABA	Revenue Alignment Budget Authority	TEA	Transportation Enhancement Activity
RBWG	Regional Bicycle Working Group	TEA-21	Transportation Efficiency Act for the 21 st Century
REPEG	Regional Environmental Public Education Group	TFCA	Transportation Funds for Clean Air
RFP	Request for Proposal	TIF	Transportation Investment Fund
RFQ	Request for Qualification	TIGER	Transportation Investment Generating Economic Recovery
RM 2	Regional Measure 2 (Bridge Toll)	TIP	Transportation Improvement Program
RORS	Routes of Regional Significance	TLC	Transportation for Livable Communities
RPC	Regional Pedestrian Committee	TMA	Transportation Management Association
RRP	Regional Rideshare Program	TMP	Transportation Management Plan
RTEP	Regional Transit Expansion Policy	TMS	Transportation Management System
RTIF	Regional Transportation Impact Fee	TMTAC	Transportation Management Technical Advisory Committee
RTP	Regional Transportation Plan	TOD	Transportation Operations Systems
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	T-Plus	Transportation Planning and Land Use Solutions
RTPA	Regional Transportation Planning Agency	TRAC	Trails Advisory Committee
		TSM	Transportation System Management
S		U, V, W, Y, & Z	
SACOG	Sacramento Area Council of Governments	UZA	Urbanized Area
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	VHD	Vehicle Hours of Delay
SCS	Sustainable Community Strategy	VMT	Vehicle Miles Traveled
SCTA	Sonoma County Transportation Authority	VTA	Valley Transportation Authority (Santa Clara)
SFCTA	San Francisco County Transportation Authority	W2W	Welfare to Work
SGC	Strategic Growth Council	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SJCOG	San Joaquin Council of Governments	WETA	Water Emergency Transportation Authority
SHOPP	State Highway Operations & Protection Program	YCTD	Yolo County Transit District
SMAQMD	Sacramento Metropolitan Air Quality Management District	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SMCCAG	San Mateo City-County Association of Governments	Z	
SNCI	Solano Napa Commuter Information	ZEV	Zero Emission Vehicle
SoHip	Solano Highway Partnership		
SolTrans	Solano County Transit		
SOV	Single Occupant Vehicle		
SPOT	Solano Projects Online Tracking		
SP&R	State Planning & Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
SRTP	Short Range Transit Plan		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Federal Surface Transportation Program		
T			
TAC	Technical Advisory Committee		
TAM	Transportation Authority of Marin		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transportation Capital Improvement		
TCIF	Trade Corridor Improvement Fund		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Special Meeting of
November 4, 2015

1. CALL TO ORDER

Chair Patterson called the regular meeting to order at 4:30 p.m. A quorum was confirmed.

MEMBERS

PRESENT: Elizabeth Patterson, Chair City of Benicia
Norman Richardson, Vice Chair City of Rio Vista
Jack Batchelor City of Dixon
Harry Price City of Fairfield
Pete Sanchez City of Suisun City
Len Augustine City of Vacaville
Osby Davis City of Vallejo
Jim Spering County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: Daryl K. Halls Executive Director
Bernadette Curry Legal Counsel
Janet Adams Deputy Exec. Director/Dir. of Projects
Robert Guerrero Senior Project Manager

ALSO PRESENT: (In alphabetical order by last name.)

Tim McScorley City of Suisun City
Graham Wadsworth City of Benicia

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board approved the agenda. (8 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board unanimously approved Consent Calendar Items A. (8 Ayes)

A. Minutes of the STA Board Meeting of October 14, 2015

Recommendation:

Approve STA Board Meeting Minutes of October 14, 2015.

6. ACTION – FINANCIAL ITEMS

A. Suisun City Capitol Corridor Train Station Funding Plan

Robert Guerrero reviewed Suisun and STA staff's financial solution to keep the preliminary train station construction on track to award this fiscal year. He reviewed the table detailing a funding plan that addresses the project's \$223,100 funding shortfall. He summarized staff's proposal to loan \$137,548.93 from State Transit Assistance Fund (STAF) with a repayment anticipated from Transportation Development Act (TDA) Article 4 funding provided by Suisun City over 4 ½ years. The remaining funding to close this gap will also come from TDA funds that are already on-hand.

Public/Board Comments:

None presented.

Recommendation:

Approve the following:

1. Approve \$137,548.93 from State Transit Assistance Fund (STAF) as a loan to be repaid by Suisun City over the next 5 years as specified in Attachment A; and
2. Authorize the Executive Director to amend Suisun City's One Bay Area Grant agreement to include provisions to implement the \$137,548.93 STAF loan for the Suisun Amtrak Station Upgrade Project.

On a motion by Board Member Batchelor, and a second by Board Member Sanchez, the STA Board approved the recommendation. (8 Ayes)

7. ADJOURNMENT

The meeting adjourned at 4:35 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 9, 2015**, Suisun Council Chambers

Attested by:

 November 18, 2015
Johanna Masiel **Date**
Clerk of the Board



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
September 30, 2015

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members

Present:	Jason Riley for Graham Wadsworth	City of Benicia
	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Lee Evans for Tim McSorley	City of Suisun City
	Steve Hartwig	City of Vacaville
	Allan Panganiban for David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County

TAC Members

Absent:	George Hicks	City of Fairfield
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STA Staff and

Others

(In Alphabetical Order by Last Name)

Present:

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Nick Burton	Solano County
Ryan Dodge	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Drew Hart	STA
Robert Macaulay	STA
Johanna Masiclat	STA
John McKenzie	Caltrans District 4
Adam Noelting	MTC

2. APPROVAL OF THE AGENDA

By consensus, the STA TAC unanimously approved the agenda. (7 Ayes).

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

None presented.

5. CONSENT CALENDAR

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A. (7 Ayes)

A. Minutes of the TAC Meeting of September 30, 2015

Recommendation:

Approve TAC Meeting Minutes of September 30, 2015.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways Element – Goals

Robert Macaulay noted that on October 29th, the staff report and attachments from the Arterials, Highways and Freeways Committee meeting were distributed to TAC members in an e-mail. He reviewed the five general categories and several key policies of the goals specifically recommended by the Committee. He concluded that once the new Goals are adopted (or the exiting Goals affirmed), STA staff will prepare the Goal Gap Analysis to show the difference between the major roadway system as it exists and the system that is desired. Following the gap analysis, staff can then draft policies to help identify, prioritize and implement programs and projects to fill those gaps.

Recommendation:

Forward a recommendation to the STA Arterials Highways and Freeways and the STA Board to adopt the Arterials Highways and Freeways Element Goal as shown in Attachment C.

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (7 Ayes)

B. Draft 2015 Solano Travel Safety Plan

Ryan Dodge provided an update to the development of the 2015 Solano Travel Safety Plan. He cited that the Plan documents safety related projects completed since the most recent plan update in 2005, lists locations of current priority project locations, and proposes changes to improve safety throughout the County. He concluded by stating that the Draft Plan will be presented as an informational item to the STA Board at the December 9, 2015 meeting and is scheduled for final approval at the January 13, 2016 STA Board meeting.

After discussion, Steve Hartwig recommended to change the word from *safety* “*concern*” to *safety* “*analysis*” mentioned throughout the entire document. The STA TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to release the Draft 2015 Solano Travel Safety Plan for public comment.

On a motion by Joe Leach, and a second by Jason Riley, the STA TAC unanimously approved the recommendation to include the changes requested by Steve Hartwig noted above in *bold italics*. (8 Ayes)

8. INFORMATIONAL – DISCUSSION

A. Sustainable Communities Strategy and One Bay Area Grant Update

Robert Macaulay provided an update to the Sustainable Communities Strategy and One Bay Area Grant. He noted that on November 4, 2015, the MTC Programming and Allocations Committee modified the staff report recommendation in order to provide 4 Bay Area cities, including Dixon, additional time to bring their Housing Elements into full compliance with state requirements. The deadline for these communities is June 30, 2016. He also noted that MTC is expected to adopt the OBAG Cycle 2 guidelines in December 2015, and STA staff will conduct public outreach to identify and evaluate potential OBAG funding projects and programs in the first half of 2016, and make a recommendation to the STA Board for OBAG Cycle 2 funding in October 2016.

B. Draft 2015 Solano County Annual Pothole Report

Anthony Adams provided an update to the development of the 2015 Solano County Annual Pothole report. He cited that STA staff is seeking input on the table of contents and financial projections included in the report. He noted that all member agencies have provided STA with the necessary budget information to allow for more accurate PCI projections and funding shortfalls.

After discussion, the TAC requested for STA staff to schedule a joint meeting with the Project Delivery Working Group (PDWG) to further discuss the content of the Pothole report.

C. Legislative Update

Jayne Bauer provided an update from STA's State and Federal lobbyists reporting on the State Transportation Special Session, Cap and Trade, Federal Surface Transportation Legislation, and Fiscal Year 2016 Appropriations. She also noted that STA, Caltrans and CHP staff met with Assemblyman Frazier and the Assembly Transportation Committee staff on November 9, 2015 to provide information and a tour of some of Solano's priority projects: I-80 Cordelia Truck Scales, I-80/I-680/SR 12 Interchange, Green Valley Initial Construction Package, Jepson Parkway, and SR 12 East to Rio Vista.

NO DISCUSSION ITEMS

D. Summary of Funding Opportunities

E. STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2015 and Draft Meeting Schedule for Calendar Year 2016

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for December 2015 were presented.

10. ADJOURNMENT

The meeting was adjourned at 3:00 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, December 16, 2015.**



DATE: December 1, 2015
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2014-15 Fourth Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In May 2015, the STA Board was presented with the Third Quarter Budget Report for FY 2014-15. Concurrently, in June 2015, the STA Board adopted the FY 2014-15 Final Year Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for FY 2014-15 Fourth Quarter reflects the overall STA program administration and operations expenditure at 80% of the budget with total revenue received at 84% of budget projections.

Revenues:

Revenues received during the Fourth Quarter of the fiscal year primarily consist of year to date expenditures reimbursements. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2015. As of June 30, 2015, the total revenue billed and received is \$31.1 million. The revenue budget highlights are as follows:

1. The Abandoned Vehicle Abatement (AVA) Program received the total fund in the amount of \$384,520 for the fiscal year, which includes the amount of \$11,536 for Administration. Expenditure reimbursements made to member agencies in the amount of \$377,823 included funds from the previous fiscal year and has resulted in the total program funds carry over into FY 2015-16 in the amount of \$27,526.
2. The State Transit Assistance Fund (STAF) allocation for FY 2014-15 in the amount of \$1,158,441 will be returned to the Metropolitan Transportation Commission (MTC) and will be reclaimed and reprogrammed in FY 2015-16 for the continuation of the various STA program and project studies, such as the Solano Express Marketing, Transit Corridor Study/Short Range Transportation Plan (SRTP) Coordination/Implementation, Countywide Travel Training Program, and the Transit Coordination/Implementation.
3. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds in the amount of \$215,594 was received for the administration and management of various programs, such as the Solano Project Online Tracker (SPOT), the Local Streets and Roads Annual Report, the Rail Facilities Plan, and the Redwood Parkway Drive/Fairgrounds Improvement Project.

4. The Regional Measure (RM) 2 funds in the amount of \$19.8 million, includes the amount of \$123,586 administration cost, were received for four different RM 2 projects: I-80/I-680/ SR 12 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, and the North Connector East Project Closeout and Mitigation.
5. The Regional Transportation Impact Fee (RTIF) Program received the total amount of \$1,402,445 for the fiscal year, which includes the amount of \$28,049 (2%) for STA for program administration cost.
6. The Strategic Growth Council Grant passed through the County of Solano for the Climate Action Plan is completed and final closeout billing in the amount of \$33,539 for the fiscal year.
7. The Intercity Taxi Scrip/Paratransit Program received the total fare box revenue for the fiscal year in the amount \$70,935.

Expenditures:

STA's projects and programs are expenditures are within budget projections.

1. **STA's Operation and Administration is at \$1,617,788 (92%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter are within budget projections.

The contribution to the Contingency Reserve Account as of June 30, 2015 is \$1,844,465, which includes the \$200,000 Self Insurance Reserve (SIR) and the Project Contingency Reserve fund (PCRF) to help finance future project implementation. As of June 30, 2015, the PCRF has a balance in the amount of \$600,000 with the project loan secured by the Jepson Parkway Project to help finance the right of way activities of the project.

2. **Transit and Rideshare Services/SNCI is at \$2,630,307 (78%) of budget.** The Transit and Rideshare Services and the SNCI Program activities in FY 2014-15 are within the budget expenditure projections. Unexpended funds for activities such as the SNCI General Marketing, Transit Corridor Study/Short Range Transportation Plan (SRTP), Countywide Travel Training Program, and the Transit Consolidation Implementation are carried over into the next fiscal year for the continuation of program activities. The Intercity Taxi Scrip/Paratransit Program is ongoing, which includes the passed through funding for the Faith in Action program activities.

The Safe Route to School (SR2S) Program is within the projected budget. Unexpended funds are carried over into the next fiscal year for the continuation of the program activities. The Walking School Bus Program is ongoing with three part-time program coordinators.

3. **Project Development is at \$23,886,975 (82%) of budget.** The projects funded by RM2 for environmental studies and construction projects are ongoing and are reflective of the budget expenditures. The I-80/I-680/SR 12 Interchange and the Jepson Parkway Project are in their right of way activities and construction phase. These projects are on a reimbursement basis, including the mitigation and right of way activities. The I-80 Eastbound Truck Scales Relocation Project, the North Connector Project, and the SR 12 Jameson Canyon Project final closeout phase are ongoing, such as system maintenance for the I-80 Eastbound Truck Scales Relocation Project and the North Connector Project landscaping maintenance. The Suisun Amtrak Rehabilitation construction phase is reprogrammed in FY 2015-16.

4. **Strategic Planning is at \$1,295,139 (50%) of budget.** The Solano County Priority Development Area (PDA) Program and the Comprehensive Transportation Plan Follow Up are ongoing with unexpended allocated funds being carried over to FY 2015-16 for the continuation of the projects and will be reflected in a subsequent budget revision.

In summary, the revenue and expenditure for the fiscal year is consistent with the FY 2014-15 budgets. Unexpended funds will be carried over to the next fiscal year and will be reflected in subsequent budget revisions. The total revenue of \$31.1 million and expenditure of \$29.4 million for the year ending June 30, 2015 is consistent with the projected FY 2014-15 budgets.

Public Agency Retirement System (PARS) Funds:

STA has a Defined Benefit Plan with PARS that went into effect on July 1, 2011. In conformance with the new Pension Reform Provisions, The California Public Employees' Pension Reform Act of 2013 (PEPRA), this retirement plan is closed to STA staff hired after January 1, 2013. As of June 30, 2015, the plan contribution balance is \$437,258 with a plan retiree distribution for the fiscal year in the amount of \$9,267. The Plan has an anticipated annual investment return of 7%. In the past three (3) years, the Plan has received an average annual investment return of 9.94%. As of June 30, 2015; the Plan had a reduced investment return at 2.57%. The STA's PARS plan has eleven (11) active participants and two (2) retirees.

Fiscal Impact:

The Fourth Quarter Budget for FY 2014-15 is within budget projections for the Revenue received of \$31.1 million (84%) and Expenditures of \$29.4 million (80%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2014-15 Fourth Quarter Budget Report
- B. STA Contingency Reserve Account Balances
- C. PARS Portfolios as of June 30, 2015 (Provided to the Board Members under separate enclosure. To obtain a copy, you may contact the STA office at (707) 424-6075)

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**Fourth Quarter Budget Report
FY 2014-15
July 1, 2014 - June 30, 2015
December 9, 2015**

ATTACHMENT A

REVENUES				EXPENDITURES			
<i>STA Fund</i>	FY 14-15 Budget	Actual Received YTD	%	<i>Operations & Administration</i>	FY 14-15 Budget	Actual Spent YTD	%
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	100%	Operations Management	1,612,588	1,574,382	98%
Members Contribution/Gas Tax	166,276	210,562	127%	STA Board of Directors/Administration	35,000	28,406	81%
Transportation Dev. Act (TDA) Art. 4/8	397,585	397,586	100%	Expenditure Plan	20,000	15,000	75%
TDA Art. 3	490,452	472,614	96%	Contributions to STA Reserve Account	100,000	-	0%
State Transit Assistance Fund (STAF)	2,254,153	1,722,309	76%	Subtotal	\$1,767,588	\$1,617,788	92%
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	715,831	647,740	90%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	189,928	197,795	104%	Transit/SNCI Management/Administration	458,076	458,895	100%
OBAG Safe Routes to School (SR2S)	540,935	327,564	61%	Employer/Van Pool Outreach	23,700	19,181	81%
MTC Grant	1,614,000	532,932	33%	SNCI General Marketing	53,500	10,211	19%
Federal Earmark	34,482	32,234	0%	Commuter Challenge	31,800	31,800	100%
Regional Measure (RM) 2 - North Connector - Design	3,786	3,786	0%	Bike to Work Campaign/Incentives	20,000	19,548	98%
RM 2 - I-80 Express Lanes	42,484	46,474	109%	Bike Links	15,000	6,538	44%
RM 2 - I-80 Interchange Project	51,316	70,591	138%	Emergency Ride Home (ERH) Program	6,500	6,300	97%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	6,309	6,521	103%	Rideshare Services - Napa	23,958	7,065	29%
Transportation for Clean Air (TFCA)	266,299	169,578	64%	Safe Route to School (SR2S) Program	736,666	498,229	68%
TFCA - NCTPA	23,958	6,968	29%	Transit Management Administration	137,958	94,265	68%
Yolo/Solano Air Quality Management District (YSAQMD)	98,423	57,217	58%	Transit Corridor Study/SRTP Coordination/Implementation	80,000	47,011	59%
Congestion Mitigation Air Quality (CMAQ)	355,495	338,591	95%	Lifeline Program	17,000	16,807	99%
Congestion Mitigation Air Quality (CMAQ) - Transit	40,693	11,991	29%	Paratransit Coordinating Council (PCC)	40,000	27,638	69%
Regional Rideshare Program (RRP)	240,000	240,000	100%	Solano Express Marketing	10,500	8,287	79%
Strategic Growth Council Funds	23,233	33,539	144%	Solano Senior & People with Disabilities Committee	30,000	24,272	81%
New Freedom	315,645	315,645	100%	CTSA/Mobility Management Program	154,446	112,214	73%
JARC	179,200	129,755	72%	ADA in Person Eligibility Program	200,776	198,994	99%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	11,536	115%	Countywide Travel Training Program	317,531	156,160	49%
Local Funds - Cities/County	419,218	335,927	80%	One Stop Transportation Call Center	166,339	137,107	82%
Project Contingency Reserve Fund (PCRF) Loan	43,000	43,000	100%	Transit Consolidation/Implementation	213,000	97,904	46%
Taxi Scrip Farebox	72,060	70,935	98%	Intercity Taxi Scrip/Paratransit Program	629,720	651,881	104%
RTC/Clipper/Bike Link Cards		1,259	0%	Subtotal	\$3,366,470	\$2,630,307	78%
Sponsors	17,100	26,002	152%	Project Development			
Interest		8,483	0%	Project Management/Administration	96,822	93,147	96%
Subtotal	\$8,711,861	6,565,348	75%	Local Streets & Roads Annual Report	10,836	10,396	96%
TFCA Program				Regional Impact Fee (Feasibility Study/AB 1600)	17,165	16,688	97%
Transportation for Clean Air (TFCA)	310,063	338,423	109%	Solano Projects Online Tracker (SPOT)	35,000	35,066	100%
Interest		1,127	0%	Public Private Partnership (P3) Feasibility Study	178,017	117,071	66%
Subtotal	\$310,063	\$339,550	110%	Local Project Delivery (SR 12/Church Rd)	212,618	105,545	0%
Abandoned Vehicle Abatement Program				Benicia Intermodal Project	507,684	496,812	98%
Department of Motor Vehicle (DMV)	320,000	377,621	118%	Suisun AMTRAK Rehabilitation	200,000	33,873	17%
Interest		202	0%	Alternative Fuel Plan Implementation	57,521	42,880	75%
Subtotal	\$320,000	\$377,823	118%	Jepson Parkway	1,000,000	1,262,168	126%
Dixon B Street Undercrossing				SR12/Jameson Canyon Project	100,000	73,123	73%
STIP	144,802	144,802	100%	I-80/I-680/SR 12 Interchange Project	21,000,000	18,257,631	87%
TDA Art 3 & 4/8	266,335	266,335	100%	North Connector-East Project Closeout/Mitigation	200,000	64,162	32%
Local Match-City of Dixon	994,548	985,986	99%	I-80 East Bound (EB) Truck Scales Relocation Project	212,618	447,219	210%
Interest		(43)	0%	I-80 Express Lanes Project	3,094,399	869,144	28%
Subtotal	\$1,405,685	\$1,397,080	99%	Redwood Parkway Drive Improvement Project	16,000	17,799	111%
Regional Transportation Impact Fee (RTIF) Program				Dixon B Street Undercrossing	1,405,685	1,397,163	99%
RTIF Fee	550,000	1,402,540	255%	Regional Impact Fee Implementation Program	550,000	169,265	31%
Interest		547	0%	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	377,823	118%
Subtotal	\$550,000	\$1,403,087	255%	Subtotal	\$29,214,365	\$23,886,975	82%
Jepson Parkway Project				Strategic Planning			
State Transportation Improvement Program (STIP)	444,517	632,306	142%	Planning Management/Administration	142,619	154,151	108%
Contingency Funds - Project	500,000	500,000	100%	Events	9,100	8,743	96%
County of Solano	55,483	126,400	228%	Model Development/Maintenance	109,743	43,794	40%
Interest		860	0%	Solano County PDA Program	1,493,317	489,738	33%
Subtotal	\$1,000,000	\$1,259,566	126%	Climate Action Plan	23,233	33,539	144%
I-80 East Bound (EB) Truck Scales Relocation Project				Comprehensive Transportation Plan (CTP) Follow Up	206,601	136,783	66%
RM 2 Funds	212,618	447,219	210%	Rail Facilities Plan	81,926	81,962	100%
Interest		(996)	0%	Priority Conservation Area (PCA)	74,840	74,619	100%
Subtotal	\$212,618	\$446,223	210%	Bike/Ped Planning	120,761	78,148	65%
Jameson Canyon Project				TFCA Programs	310,063	193,662	62%
STIP/TCRP	100,000	72,785	73%	Subtotal	\$2,572,203	\$1,295,139	50%
Interest		339	0%	TOTAL, ALL EXPENDITURES			
Subtotal	\$100,000	\$73,124	73%	\$36,920,626	\$29,430,209	80%	
North Connector East Project Closeout/Mitigation				TOTAL, ALL REVENUE			
Preliminary Engineering/Right of Way - RM-2 Funds	200,000	64,162	32%	\$36,920,626	\$31,100,720	84%	
Interest		48	0%	I-80/I-680/SR 12 Interchange Project			
Subtotal	\$200,000	\$64,210	32%	RM 2 Funds	21,000,000	18,284,550	87%
I-80/I-680/SR 12 Interchange Project				Interest		926	0%
RM 2 Funds	21,000,000	18,284,550	87%	Subtotal	\$21,000,000	\$18,285,476	87%
Interest		926	0%	I-80 Express Lanes Project			
Subtotal	\$21,000,000	\$18,285,476	87%	RM 2 Funds	3,094,399	871,380	28%
I-80 Express Lanes Project				Interest		119	0%
RM 2 Funds	3,094,399	871,380	28%	Subtotal	\$3,094,399	\$871,499	28%
Interest		119	0%	Redwood Parkway Drive/Fairgrounds Improvement Project			
Subtotal	\$3,094,399	\$871,499	28%	STIP/PPM	16,000	17,799	111%
Redwood Parkway Drive/Fairgrounds Improvement Project				Interest		(65)	0%
STIP/PPM	16,000	17,799	111%	Subtotal	\$16,000	\$17,734	111%
Interest		(65)	0%	TOTAL, ALL REVENUE			
Subtotal	\$16,000	\$17,734	111%	\$36,920,626	\$31,100,720	84%	

Reserve Account Balances
Account 31119-23001
June 30, 2015
Contingency Reserve

FY	Balance	Interest Earned	Total	% at Target	Target Amount	
1999 - 2007	324,443		324,443			
7/07 - 6/08	58,801	14,925	398,169	96%	413,318	YR 1
7/08 - 6/09	58,801	11,673	468,643	91%	515,161	YR 2
7/09 - 6/10	58,000	13,851	540,494	87%	622,736	YR 3
7/10 - 6/11	58,000	7,664	606,158	82%	735,364	YR 4
7/11 - 6/12	108,000	3,595	717,753	84%	852,424	YR 5
7/12 - 6/13	108,000	2,705	828,458	93%	895,045	YR 6
7/13 - 6/14	108,000	1,515	937,973	100%	939,797	YR 7
7/14 - 6/15	100,000	6,492	1,044,465	101%	1,033,777	YR 8
Total Contingency Reserve	\$982,045	62,420	1,044,465			

Project Contingency Reserve Fund (PCRF):

06/30/14	1,100,000	(funds from North Connector Project: Solano County & Solano Water Agency (SWA)
	500,000	FY 2014-15 Jepson Parkway Project Loan
Total PCRF 6/30/15	\$600,000	

Insurance Reserve:

Established FY 2007-08

7/07 - 6/08	50,000	50,000	100%	50,000	YR 1
7/08 - 6/09	50,000	100,000	100%	100,000	YR 2
7/09 - 6/10	50,000	150,000	100%	150,000	YR 3
7/10 - 6/11	50,000	200,000	100%	200,000	YR 4

Total Insurance Reserve 200,000

Total STA Reserve Account \$1,782,045 \$62,420 \$1,844,465



DATE: November 25, 2015
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2015-16 First Quarter Budget Report

Background:

In July 2015, the STA Board approved the FY 2015-16 Budget Revision. The Budget Revision included the anticipated amount of funds carryover from FY 2014-15 for the continuation and completion of multi-year contracts, changes in project activities, and project studies that have been approved by the STA Board. A mid-year adjustment to the Fiscal Year 2015-16 budget is scheduled to occur in January 2016.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2015-16 First Quarter (25%) reflects the overall STA program administration and operations expenditure at \$1,683,009 (8%) of the budget with total revenue received at \$2,068,940 (10%) of budget projections.

Revenues:

Revenues received during the First Quarter of the Fiscal Year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2015. The revenue budget highlights are as follows:

1. The Members Contributions for FY 2015-16 of \$193,582 have been received from member agencies. The amount of \$100,000 from the Members Contributions fund is recorded in Contingency Reserve as approved in the FY 2015-16 Budget.
2. The Regional Rideshare Program (RRP) fund of \$63,621 and the Congestion Mitigation Air Quality (CMAQ) fund of \$42,626 were received for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) program administration.
3. The City of Fairfield's first scheduled repayment was received for the I-80/Green Valley Overcrossing Project cost sharing funding agreement between the City of Fairfield and the STA in the amount of \$796,758 and the amount of \$314,913 for the Fairfield/Vacaville Intermodal Station Project.
4. Regional Measure (RM) 2 funds in the amount of \$1,937,838 were received for the different RM 2 projects: I-80/I-680/State Route (SR) 12 Interchange Project, I-80 Eastbound Truck Scales Relocation Project, and the 1-80 Express Lanes.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the First Quarter budget projection at 21% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 8% of budget.

3. Project Development is at 6% of budget.
4. Strategic Planning is at 9% of budget.

Project consultant billings for the different projects and studies such as the: Transit Corridor Study/Short Range Transportation Plan (SRTP), I-80/I-680/State Route (SR) 12 Interchange Project, and the Solano County Priority Development Area (PDA) were submitted after the end of the First Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the first quarter.

The total revenue and expenditure for the First Quarter is consistent with the projected FY 2015-16 budgets.

Fiscal Impact:

The First Quarter Budget for FY 2015-16 is within budget projections for the Revenue received of \$2.1 million (10%) and Expenditures of \$1.7 million (8%).

Recommendation:

Receive and file.

Attachments:

1. STA FY 2015-16 First Quarter Budget Report
2. 2016 Budget and Fiscal Reporting Calendar



**First Quarter Budget Report
FY 2015-16
July 1, 2014 - September 30, 2015
December 9, 2015**

REVENUES				EXPENDITURES			
STA Fund	FY 15-16 Budget	Actual Received YTD	%	Operations & Administration	FY 15-16 Budget	Actual Spent YTD	%
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	100%	Operations Management	1,678,299	388,809	23%
Members Contribution/Gas Tax	226,866	93,582	41%	STA Board of Directors/Administration	54,000	10,514	19%
Transportation Dev. Act (TDA) Art. 4/8	508,777		0%	Expenditure Plan	115,000		0%
TDA Art. 3	632,168		0%	Contributions to STA Reserve Account	100,000		0%
State Transit Assistance Fund (STAF)	1,895,949	20,000	1%	Subtotal	\$1,947,299	\$399,323	21%
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	830,257		0%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	190,486		0%	Transit/SNCI Management/Administration	479,214	109,653	23%
OBAG Safe Routes to School (SR2S)	779,594		0%	Employer/Van Pool Outreach	23,700	1,807	8%
MTC Grant	857,774		0%	SNCI General Marketing	64,050		0%
Federal Earmark	41,145		0%	Commute Challenge	31,880	199	1%
Regional Measure (RM) 2 - Transit	421,942		0%	Bike to Work Campaign/Incentives	20,000		0%
RM 2 - I-80 Express Lanes	54,433	3,482	6%	Bike Links	15,000		0%
RM 2 - I-80 Interchange Project	57,007		0%	Emergency Ride Home (ERH) Program	7,500	1,585	21%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	3,860		0%	Rideshare Services - Napa	35,000	17,739	51%
Transportation for Clean Air (TFCA)	304,479	40,920	13%	Suisun/Fairfield Amtrak Operation/Maintenance	50,000		0%
TFCA - NCTPA	35,000		0%	Safe Route to School (SR2S)Program	831,446	53,540	6%
Yolo/Solano Air Quality Management District (YSAQMD)	37,295		0%	Transit Management Administration	136,211	12,154	9%
Congestion Mitigation Air Quality (CMAQ)	302,863	42,646	14%	Solano Express Marketing	150,000	2,588	2%
Congestion Mitigation Air Quality (CMAQ) - Transit	160,000		0%	Lifeline Program	15,000	3,513	23%
Regional Rideshare Program (RRP)	240,000	63,621	27%	Paratransit Coordinating Council (PCC)	35,000	3,888	11%
FTA 5304/5403 Funds	219,950		0%	Transit Corridor Study/SRTP	477,716	31,412	0%
New Freedom Funds	250,000		0%	Solano Senior & People with Disabilities Committee	30,000	3,388	11%
JARC Funds	50,000		0%	CTSA/Mobility Management Plan/Program	311,758	27,906	9%
California Energy Commission (CEC)	100,000		0%	ADA in Person Eligibility Program	380,000	26,979	7%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000		0%	Countywide Travel Training Program	295,719	24,757	8%
Local Funds - Cities/County	311,550	118,592	38%	One Stop Transportation Call Center	172,389	36,326	21%
Taxi Scrip Farebox Revenue	82,500		0%	Transit Consolidation/Implementation (Rio Vista/Clipper/Vine)	336,890	3,225	1%
RTC/Clipper/Bike Links Cards		932	0%	Solano Intercity Taxi Scrip/Paratransit Program	824,668	38,783	5%
Sponsors	18,000	11,576	64%	Subtotal	\$4,723,141	\$399,442	8%
Interest		4,171	0%	Project Development			
Subtotal	\$8,721,895	499,522	6%	Project Management/Administration	129,223	50,201	39%
TFCA Program				Local Streets & Roads Annual Report	36,863	1,978	5%
Transportation for Clean Air (TFCA)	310,512	546	0%	Solano Projects Online Tracker (SPOT)	29,480	5,337	18%
Interest		168,525	0%	Public Private Partnership (P3) Feasibility Study	24,000		0%
Subtotal	\$310,512	\$169,071	54%	Suisun AMTRAK Rehabilitation	150,000		0%
Abandoned Vehicle Abatement Program				Jepson Parkway Project	1,838,484	521,549	28%
Department of Motor Vehicle (DMV)	320,000		0%	Benicia Intermodal Project	25,000		0%
Interest		185	0%	Local Project Delivery (SR 12/Church Rd)	200,000	15,330	8%
Subtotal	\$320,000	\$185	0%	SR12/Jameson Canyon Project	20,000		0%
Regional Transportation Impact Fee (RTIF) Program				I-80/I-680/SR 12 Interchange Project	7,089,678	107,034	2%
RTIF Fee	608,941		0%	North Connector-East Project Closeout/Mitigation	96,214		0%
Interest		693	0%	I-80 East Bound (EB) Truck Scales Relocation Project	213,355		0%
Subtotal	\$608,941	\$693	0%	I-80 Express Lanes Project	970,570	28,150	3%
Jepson Parkway Project				Redwood Parkway Drive Improvement Project	10,000		0%
State Transportation Improvement Program (STIP)	158,855		0%	Regional Impact Fee Implementation Program	608,941	1,702	0.3%
RTIF Fund/City of Fairfield Repayment	1,514,283	1,296,758	86%	DMV Abandoned Vehicle Abatement (AVA) Program	320,000		0%
County of Solano	165,346		0%	Subtotal	\$11,761,808	\$731,281	6%
Interest		307	0%	Strategic Planning			
Subtotal	\$1,838,484	\$1,297,065	70.6%	Planning Management/Administration	130,953	45,175	34%
I-80 East Bound (EB) Truck Scales Relocation Project				Events	12,000		0%
RM 2 Funds	213,355		0%	Model Development/Maintenance	39,695	1,265	3%
Interest		39	0%	Solano County PDA Program	920,000	19,225	2%
Subtotal	\$213,355	\$39	0%	Comprehensive Transportation Plan (CTP) Follow Up	138,158	32,061	0%
Jameson Canyon Project				Priority Conservation Area (PCA)	10,118	2,400	24%
STIP/TCRP	20,000		0%	Water Transportation Plan	89,300	4,107	5%
Interest		95	0%	Travel Safety Plan	16,665	2,456	
Subtotal	\$20,000	\$95	0%	Electric Vehicle (EV) Readiness	100,000	2,069	2%
North Connector East Project Closeout/Mitigation				TFCA Programs	310,512	44,205	14%
Preliminary Engineering/Right of Way - RM-2 Funds	96,214		0%	Subtotal	\$1,767,401	\$152,963	9%
County of Solano			0%	TOTAL, ALL REVENUE			
Interest		13	0%	\$20,199,649	\$2,068,940	10%	5
Subtotal	\$96,214	\$13	0%	TOTAL, ALL EXPENDITURES			
I-80/I-680/SR 12 Interchange Project				\$20,199,649	\$1,683,009	8%	
RM 2 Funds	7,089,678	91,793	1%				
Interest		3,503	0%				
Subtotal	\$7,089,678	\$95,296	1%				
I-80 Express Lanes Project							
RM 2 Funds	970,570	6,964	1%				
Interest		(3)	0%				
Subtotal	\$970,570	\$6,961	1%				
Redwood Parkway Drive/Fairgrounds Improvement Project							
STIP/PPM	10,000		0%				
Interest			0%				
Subtotal	\$10,000	\$0	0%				



FY 2015-16 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:	
DECEMBER 2015	FY 2014-15 Fourth Quarter Budget Report FY 2014-15 Annual Audit STA Employee 2016 Benefit Summary Update FY 2015-16 First Quarter Budget Report
JANUARY 2016	FY 2015-16 AVA First Quarter Program Activity Report
FEBRUARY 2016	FY 2015-16 Mid-Year Budget Revision Updated Five Year Budget Projection - FY 2015-16 through FY 2020-21 FY 2015-16 Second Quarter Budget Report
MARCH 2016	FY 2015-16 AVA Second Quarter Program Activity Report
APRIL 2016	Local Transportation Development Act (TDA) and Members Contribution for FY 2016-17
May 2016	FY 2015-16 Third Quarter Budget Report
JUNE 2016	FY 2015-16 Final Budget Revision FY 2015-16 Fourth Quarter Budget Report
JULY 2016	FY 2016-17 Budget Revision and FY 2016-17 Proposed Budget Adoption FY 2016-17 Indirect Cost Rate Application



DATE: November 24, 2015
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA Employee 2016 Benefit Summary Update

Background:

The STA's Benefit Summary is annually updated to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

The approved budget for Fiscal Year (FY) 2015-16, which includes the STA's Employees Health Benefit Cost reflected an anticipated premium rate increase of 10%. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program. The Kaiser Premium Rate is used as a benchmark by STA; should an employee choose a health care provider with a higher premium rate, then the employee is responsible for the premium cost above the benchmark. Effective January 1, 2016, the Kaiser Premium Rate is increased by 4%. This rate change, below the projected rate increase, will result in a savings of \$13,992 from the original estimated budget cost for the STA's Health Benefits Budget for FY 2015-16 (Attachment A).

STA contracts with the City of Vacaville to provide and administer the STA's self insured Dental, Vision, Life Insurance, and the Long Term Disability (LTD) insurance plans. No rates and plans changes are made to these benefits.

Under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" would be entitled to be covered under CalPERS retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New", the new hire would be covered under the 2% @ 62 retirement benefit formula with a 50% employee contribution. The STA's contribution rate for FY 2015-16 under the "New" category is 6.237% of reportable compensation and employee contribution remained at 6.25%. STA has eight (8) active staff under the PEPRA category.

STA staff covered under the "Classic" category of the CalPERS State-wide pool of 2% @55 Miscellaneous Retirement Plan, the STA's Employer Contribution Rate for FY 2015-16 is 8.003% plus an additional discounted lump sum amount of \$49,464 (3.163%). The STA pays seven percent (7%) of CalPERS Employee Contribution Rate to CalPERS, making the STA's total CalPERS contribution of 18.166%. STA has fourteen (14) active staff under the Classic category.

In conformance with the new pension reform provisions effective January 1, 2013, the Public Agencies Retirement System (PARS) plan is closed to new hires. This Plan currently has eleven (11) active participants and two (2) retirees. In addition, STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. For employees hired into a regular fulltime category

and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum of three (3) percent.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. In 2016, Christmas Eve and New Year’s Eve falls on a Saturday and observance of Christmas and New Years are on Monday following the holidays. Therefore, in accordance with the STA’s Human Resources Policies and Procedures #304, STA staff shall be credited an additional eight (8) hours of vacation on July 1, 2016. No change is made on the number of paid holiday benefits (Attachment B).

Fiscal Impact:

The Kaiser Health Premium rate for 2016 resulted in a budget reduction of \$13,992 for FY 2015-16 Budget for Health Benefit.

Recommendation:

Receive and file.

Attachments:

- A. Employee Benefit Summary January 2016
- B. Holiday Schedule 2016



Employee Benefit Summary January 1, 2016

TERM

This summary shall remain in effect until amended by STA Board action or mandated by law.

SALARY

Salary schedule – Revised 7/1/2015.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek shall be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA),

Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities. An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect forty (40) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

In conformance with the new pension reform provisions, The California Public Employees' Pension Reform Act of 2013 (PEPRA), the following are STA's retirement benefit plan:

Tier 1 Benefits - Employees hired on or before 12/31/12

PERS Retirement Plan

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee's Pension Reform Act of 2013 (PEPRA). STA shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). The employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share to be determined by actuarial. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details. In conformance with the new pension reform provisions, this plan is closed to new hires effective January 1, 2013.

***Tier 2 Benefits - Employees hired on or after 1/1/13 and deemed "CLASSIC" member
(Prior PERS/reciprocal employment with less than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee's Pension Reform Act of 2013 (PEPRA). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits may include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

***Tier 3 Benefits - Employees hired on or after 1/1/13 and deemed "NEW" member
(No Prior PERS/reciprocal employment or more than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee's Pension Reform Act of 2013 (PEPRA). Under Section 7522.30, Solano Transportation Authority (STA) and the employee shall pay 6.25% each as the PERS Contribution Rate to PERS for FY 2013-14. General benefits may include the following:

- Section 7522.20 – 2% @ Age 62 Benefit Formula for Non-Safety Members
- Section 7522.32 – Three-Year Final Compensation
- Section 7522.30 – Equal Sharing of Normal Cost Section
- 21329 – 2% Annual Cost of Living Adjustment Section
- 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 21027 – Military Service Credit for Retired Persons
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

All Employees

457 DEFERRED COMPENSATION PROGRAM (Optional)

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. The deferred compensation plan is 100% Employee contributions. For employees hired into a regular fulltime category and classified as "New" under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum three (3) percent into the deferred compensation plan on behalf of the employee.

SOCIAL SECURITY

Effective July 1, 1997, fulltime employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employer and the employee shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash in lieu of the STA's health and dental coverage.

Employees electing to decline the health coverage will receive \$350 per month and for dental coverage \$50 per month, for a maximum total of \$400 per month, if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the PERS Kaiser Bay Area rate. Premium contributions shall be based on the number of eligible dependents under the age of 26 enrolled on the employee's plan. Beginning January 1, 2015, the premiums for the health plan benefit are as follows:

Employee Only	\$ 746.47
Employee Plus One Dependent	\$1,492.94
Employee Plus Two or More	\$1,940.82

DENTAL INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of 01/01/15 are as follows:

Employee Only	\$ 53.57
Employee Plus One Dependent	\$ 91.07
Employee Plus Two or More	\$139.29

VISION INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of 01/01/15 are as follows:

Employee Only	\$ 5.39
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.35

LIFE INSURANCE

STA provides a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan includes a 30 day waiting period, and pays 60% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Friday, Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

Years of Service	Annual Entitlement	Annual Vacation Hours	Maximum Balance
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15 years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued but unused sick leave who used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director shall receive a monthly mileage allowance of \$500 per month. The Deputy Executive Director/Director for Projects shall receive a monthly mileage allowance of \$400 per month and the Director for Planning shall receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using a commute alternative mode limited to: trains, buses, vanpool, and ferry. Employees who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

The benefits listed above are Board approved policy. Additional information can be found in the Human Resources Policy manual or may be supplemented by administrative guidelines issued by the Executive Director.

*****THIS DOCUMENT IS INTENDED AS A GUIDE ONLY. FOR SPECIFIC INFORMATION PLEASE REFER TO BOARD APPROVED HUMAN RESOURCES POLICIES AND PROCEDURES, ETC. OR CONTACT SOLANO TRANSPORTATION AUTHORITY (707) 424-6075******



FY 2015-16 SALARY SCHEDULE
With COLA (1.6%)
Effective July 1, 2015
Approved September 9, 2015

Job Title	FLSA Status	Position Code	Salary Range	
			Minimum Monthly	Maximum Monthly
Accounting & Administrative Services Manager	E	91020	\$7,151 -	\$8,692
Accounting Technician	N	91016	\$4,237 -	\$5,149
Administrative Assistant I ¹	N	91014	\$3,202 -	\$3,892
Administrative Assistant II	N	91014	\$3,603 -	\$4,380
Administrative Clerk	N	91035	\$2,797 -	\$3,401
Assistant Program Manager ¹	N	91028	\$5,204 -	\$6,325
Assistant Project Manager	N	91023	\$5,204 -	\$6,325
Associate Planner	N	91004	\$5,204 -	\$6,325
Clerk of the Board/Office Manager	E	91025	\$6,809 -	\$8,278
Commute Consultant I ¹	N	91012	\$3,531 -	\$4,291
Commute Consultant II ²	N	91011	\$4,237 -	\$5,149
Deputy Executive Director/Director for Projects	E	91007	\$12,212 -	\$14,810
Director for Planning	E	91008	\$10,550 -	\$13,466
Director of Transit and Rideshare Services ¹	E	91022	\$8,990 -	\$10,928
Executive Director	E	90001	\$13,213 -	\$16,402
Marketing and Legislative Program Manager	E	91021	\$5,901 -	\$7,531
Planning Assistant ¹	N	91019	\$4,237 -	\$5,149
Program Coordinator	N	91024	\$3,531 -	\$4,291
Program Services Administrator	E	91034	\$5,901 -	\$7,173
Program Services Division Manager	E	91017	\$6,809 -	\$8,278
Project Assistant ¹	N	91019	\$4,237 -	\$5,149
Project Engineer ¹	E	91033	\$8,433 -	\$10,251
Project Manager ¹	E	91030	\$5,901 -	\$7,531
Senior Planner ¹	E	91027	\$5,901 -	\$7,531
Senior Project Manager	E	91036	\$7,151 -	\$8,692
Transit Mobility Coordinator ³	N	91031	\$4,237 -	\$5,149
Transit Program Manager	E	91029	\$6,809 -	\$8,278
Customer Service Representative (PT)	N	92007	15.24 -	22.35
Program Coordinator (PT)	N	92005	20.37 -	24.75

¹Non-Budgeted for FY 2015-16

²One staff on contract agreement

³Staff is on contract agreement



HOLIDAY SCHEDULE 2016

Friday	January 1	New Year's Day
Monday	January 18	Dr. Martin Luther King's Birthday
Monday	February 15	Presidents' Day
Monday	May 30	Memorial Day
Monday	July 4	Independence Day
Monday	September 5	Labor Day
Monday	October 10	Columbus Day
Friday	November 11	Veterans' Day
Thursday	November 24	Thanksgiving Day
Friday	November 25	Friday After Thanksgiving Day
Monday	December 26	Christmas Day

Please Note:

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.



DATE: December 1, 2015
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment for STA Legal Services

Background:

The STA has contracted for Legal Counsel Services through a variety of means since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, the STA contracted with the City of Vacaville for the services of Chuck Lamoree, who served as STA's legal counsel while serving as the City Attorney for the City of Vacaville. In June of 2002, Chuck Lamoree retired as Vacaville's City of Attorney and on June 12, 2002, the STA Board retained Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. At that time, the STA also maintained a provision in the Administrative Services contract with Vacaville to provide on-call legal services in the event that Mr. Lamoree was on vacation or was ill. Periodically, the STA has retained other law firms for specialized legal services pertaining to employer/employee matters and right of way acquisition.

Over the past ten years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects have increased. The contractual arrangement with Chuck Lamoree provided the STA with dedicated, experienced and quality legal services an average of one day per week. This arrangement has worked well and helped ensure that the agency proactively develops, reviews and processes legal documents and agreements on a timely basis.

In Fiscal Year (FY) 2009-10, the STA began contracting with the County Counsel's office for Solano County to provide on-call legal services for the STA. That year, Bernadette Curry from the County Counsel's office was assigned to fill in for Mr. Lamoree when he was unable to perform his role as STA Legal Counsel due to health reasons. Upon Chuck Lamoree's retirement as STA's Legal Counsel, the STA Board appointed Bernadette Curry as STA's Legal Counsel, removing the interim from the title in January 2011.

Discussion:

Since her appointment as STA Legal Counsel, Ms. Curry has worked proactively and effectively with the STA Board, staff and other agencies to address multiple important legal matters and to facilitate and advance numerous priority projects.

Staff recommends the STA Board authorize the Executive Director to enter into a contract amendment with the Solano County Counsel's office extending the term of the Legal Services agreement for two years, with the option for a two year extension, so that Bernadette Curry can continue to serve as STA Legal Counsel for a not-to-exceed annual amount of \$80,000.

Fiscal Impact:

The annual fiscal impact for this legal consultant services contract is \$80,000 with a specified hourly rate of \$160. This would equate to an estimated 500 hours. This amount of funding has been budgeted for the legal services section of the STA's FY 2015-16 operating budget.

Recommendation:

Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.



DATE: November 17, 2015
TO: STA Board
FROM: Sarah Fitzgerald, SR2S Program Administrator
RE: Active Transportation Program (ATP) Update - ATP Grant for Solano Safe Routes to School

Background:

In September 2013, the Governor signed legislation creating the Active Transportation Program (ATP). The ATP consolidates multiple state and federal funding programs into one program, and aims to promote projects to increase biking and walking trips. The grant program is highly competitive with over \$1B in requests for \$360M in funds for Cycle 1.

The California Transportation Commission (CTC) approved Solano's Safe Routes to School Program application for \$388,000 under the 2014 ATP Program on August 20, 2014. STA's submission was one of 771 projects seeking funding under this over-subscribed State grant program and the only application in Solano County to be funded.

Cycle 2 of ATP was announced earlier this year. Applications for both the statewide and regional level were due on June 1, 2015. Solano applicants had two funding opportunities:

- Statewide competition: \$180M
- Regional competition through the Metropolitan Transportation Commission (MTC): \$30M

In preparation for Cycle 2, STA staff attended many workshops and webinars as the program guidelines and scoring criteria were being developed. STA staff worked with city and county staff on identifying potential ATP projects within Solano County. Additionally, the Safe Routes to School Advisory Committee (SR2S-AC) voted to appoint a subcommittee to develop the ATP Cycle 2 application for the SR2S program.

Discussion:

On April 15, 2015, the STA Board authorized the STA Executive Director to apply to the Active Transportation Program (ATP) for a Safe Routes to School grant consisting of non-infrastructure programs and infrastructure projects in the cities of Benicia, Rio Vista, and Vallejo. This was one of seven ATP grants submitted by Solano County jurisdiction.

On September 15, 2015 the California Transportation Commission (CTC) released the list of projects recommended for ATP Cycle 2 funding. There was over \$1B in funding requests. No Solano application was recommended for funding. MTC released the list of projects recommended for the regional portion of the funds on October 7, 2015. STA's SR2S application was one of 11 applications and the only Solano application to be recommended for funding at the regional level.

STA's SR2S Program was awarded \$3.067 million by MTC on October 28th. These infrastructure improvements are priority projects identified in the STA's Safe Routes to School Plan completed in 2013. The design and engineering for these projects will take place in FY 2016-17, with construction to start in FY 2017-18.

The proposed infrastructure improvements are:

Benicia	
Mary Farmar Elementary	Pave and upgrade accessibility of existing pathway behind school along Military West and improve the Southside of the pedestrian bridge pathway.
Robert Semple Elementary	Install high visibility yellow crosswalk, refresh all pavement markings and stripings around the school, install curb extensions, widen and install sidewalks on 3rd St, upgrade lighting in tunnel, replace sidewalk approach and retrofit pathway for accessibility and install accessible curb ramps.
Benicia Middle School	Widen sidewalks on north side of Southampton Road at Turner Road and on southern side of intersection along school frontage. Install sidewalk along Panorama Dr. to James Ct., widen sidewalks west of school driveway entrance at the bus stop and install high visibility crosswalk.
Joe Henderson Elementary	Widen sidewalk along Hastings Dr. adjacent to and north of school, open rear school gate where Class I pathway connects to campus.
St. Dominic's School	Installation of a pedestrian-actuated flashing beacon at East J and East 5th St.
Vallejo	
Cooper Elementary	Install traffic bulb-outs at two intersections: Tuolumne Street/ Del Mar Avenue and Las Palmas Avenue/ Del Mar Avenue. The intersection improvements will also include new ADA-compliant curb ramps, solar powered pedestrian warning signs, and pedestrian countdown heads in all directions. The proposed project will also widen the existing sidewalk along the school frontage at Tuolumne Street and Del Mar Avenue.
Lincoln Elementary	Install traffic bulb-outs at three intersections: Capitol Street/ Sonoma Blvd., Carolina Street/ Sonoma Blvd., and Florida Street/ Sonoma Blvd. The intersection improvements will also include new ADA compliant curb ramps, solar powered pedestrian warning signs, and pedestrian countdown heads in all directions.

Programming Requirements for ATP funding

As part of MTC's programming policy, and prior to the programming of ATP funding, project sponsors are required to adopt a resolution of local support. Attachment A is the Resolution of Local Support for the Solano Safe Routes to School Infrastructure & Non-infrastructure project in Benicia, Rio Vista, Vallejo project.

Fiscal Impact:

\$2.667M will be allocated to STA to fund the SR2S infrastructure projects at seven schools in the Cities of Benicia and Vallejo. The Safe Routes to School program will receive \$400,000 program funds through this grant in FY 17/18.

Recommendation:

Approve the STA Resolution of Local Support No. 2015-10 for \$3,067,000 for the Solano County Safe Routes to School for the Active Transportation Program Grant Submittal.

Attachment:

- A. Resolution No. 2015-10 of Local Support

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RESOLUTION NO. 2015-10**AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING THE ASSURANCE TO COMPLETE THE PROJECT**

WHEREAS, Solano Transportation Authority (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$3,067,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Solano Safe Routes To School Infrastructure & Non-infrastructure project in Benicia, Rio Vista, Vallejo (herein referred to as PROJECT) for the Active Transportation Program (ATP) (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

Elizabeth Patterson, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of December, 2015, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of December 9, 2015.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: November 23, 2015
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Regional Measure 2 (RM2) Funding

Background:

In March 2004, Bay Area voters passed Regional Measure 2 (RM2) raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar was to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916. Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding.

A local match is not required for RM2 funds.

The Bay Area Toll Authority (BATA) is the financial manager for RM2 funds. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

Specific transit services are eligible to receive operating assistance under RM2. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM2 funded transit services must be new in total or an incremental increase from existing service. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by MTC.

RM2 legislation (Streets and Highways Code Section 30914(d)) allows for an annual 1.5% escalation for certain transit operating projects through FY 2015-16. Escalation funds were withheld by MTC in FY 2008-09 to ensure that sufficient toll revenue would be available to fund all operating projects at the full level identified in the RM2 legislation. MTC staff believes there are now sufficient RM2 toll revenues to allocate a total of \$1.4 million in escalation funds for eligible transit operating projects. In addition to escalation, MTC staff is proposing to apply funding capacity in the Express Bus North category in the amount of \$419,000 that has gone unused since it was withdrawn from regional express bus routes that did not meet RM2 Operating performance standards.

In order for STA to receive an allocation of this funding for SolanoExpress, MTC requires applicants to submit an RM2 resolution.

Discussion:

Based on this additional RM2 operating funding being available, at the May 2015 Metropolitan Transportation Commission meeting, the Solano Transportation Authority was approved for \$738,000 in annual RM2 funding to be used for expanded express bus service associated with implementation and the continued enhancements identified in the Solano Transit Corridor Study Phase 1. In the interim, STA staff discussed with MTC plans to allocate this funding to costs associated with the Phase 2 Transit Corridor study, and to implement interim expansions to the SolanoExpress system in partnership with Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that are synergistic with the Transit Corridor Study Phase 1 service concepts.

At the July 8, 2015 STA Board Meeting, the STA Board approved a recommendation to program \$738,000 of Regional Measure 2 (RM2) funding to be used in FY 2015-16 for the Transit Corridor Study Phase 2 and associated system planning and implementation (\$421,000) and for SolanoExpress interim service expansion on Routes 40, 78, 80 and 90 (\$317,000).

Although the STA Board has authorized the programming of the \$421,000 of RM2 for the Transit Corridor Study Phase 2 and associated system planning and implementation, MTC has requested that the STA use this funding for specific activities. In particular, they will allocate the funding as follows:

- \$130,500 for express bus planning
- \$80,000 for the marketing of new/modified express service
- \$40,000 for implementation related tasks (i.e. mapping)

The remaining \$170,500 of RM2 funding will be listed as To Be Determined (TBD), and will be available to be used for additional planning or operation per the RM2 criteria. STA staff is currently working on plans to utilize this funding, and will return to the Board to discuss this at a future date.

Fiscal Impact:

STA's SolanoExpress will receive up to \$421,000 of RM2 funding from MTC.

Recommendation:

Approve the attached STA Resolution No. 2015-11 and RM2 application to the Metropolitan Transportation Commission for SolanoExpress RM2 funding up to \$421,000, Attachment B.

Attachment:

- A. MTC Resolution 4185 - Regional Measure 2 (RM2) Operating Program for FY 2015-16 and Program Performance Update
- B. STA Resolution No. 2015-11

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2015

Resolution No. 4185

Subject: Regional Measure 2 (RM2) Operating Program for FY2015-16 and Program Performance Update

Background: MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. All RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service).

Subject to approval of the FY2015-16 Bay Area Toll Authority (BATA) budget, Resolution 4185 approves the Operating Assistance Program budget for FY2015-16 and includes roughly \$41.6 million in RM2 funds. The FY2015-16 proposed budget is based on previous funding levels and proposes to add an additional \$1.8 million for new projects. The RM2 budget also identifies \$2.8 million in marketing funding for Clipper®, 511 Real-Time Transit, and new transit services. These marketing programs will be included in the proposed FY2015-16 BATA budget.

New Projects

RM2 legislation (Streets and Highways Code Section 30914(d)) allows for an annual 1.5% escalation for certain projects through FY 2015-16. Escalation was withheld in FY2008-09 to ensure that sufficient toll revenue would be available to fund all operating projects at the full level identified in the RM2 legislation. Staff believes there are now sufficient RM2 toll revenues to apply a total of \$1.4 million in escalation for eligible projects. In addition to escalation, staff is proposing to apply funding capacity in the Express Bus North category in the amount of \$419,000 that has gone unused since it was withdrawn from routes that did not meet RM2 Operating performance standards.

The following services are proposed for funding:

Project	Agency	Service	Escalation	Remaining Programming	Total
Express Bus North	Solano TA	New Service Planning and Operation	\$319,200	\$419,000	\$738,200
Express Bus South	WestCat	Hercules/Pinole to SF (New service)	\$601,600	\$0	\$601,600

Staff will work with eligible transit operators to identify suitable projects for the remaining project categories and return to the Commission in Summer 2015 with a recommendation on services to fund. Amounts available are as follows:

Project	Escalation
Richmond Bridge Express Bus	\$277,800
Napa VINE Service	\$36,400
Owl Service	\$177,000

Performance Update

In October 2014, staff reported that one RM2-funded route, The Rapid, operated by Livermore Amador Transit Agency (LAVTA), did not meet required performance standards in FY2013-14. This route was required to meet a 20% required farebox recovery standard by the close of FY2013-14. Their actual farebox recovery is shown below.

Required	FY2012-13	FY2013-14	FY2014-15 (partial)
20%	12.8%	13.7%	14.3%

Staff has been working with LAVTA to develop and implement a corrective action plan for their Rapid service. Several actions have been taken including improved connectivity with BART, transit signal priority measures, and on-going outreach to employers in regard to providing transit benefits. The performance of the Rapid continues to improve, but is not sufficient to meet the RM2 Program standards. The route receives \$580,000 in RM2 Operating funds per year, which covers approximately 18% of the cost of its operation.

LAVTA is waiting to make any significant changes to the Rapid until a system-wide Comprehensive Operational Analysis (COA) is completed in Spring, 2016. The COA is expected to recommend changes to the Rapid to bring the service up to RM2 Operating performance standards. Changes recommended in the COA would be implemented in Summer, 2016.

Staff recommends holding RM2 funding for the Rapid in reserve until the COA is adopted and service adjustments are approved by the LAVTA Board, at which point funding could be reinstated. Staff also proposes that the revised Rapid service be in operation for a full year before performance is reassessed for RM2 funding purposes.

At Risk Routes

Two routes began service in FY2012-13 and are required to meet the RM2-identified farebox recovery standard by the end of FY2014-15. While performance continues to improve on both routes, these routes are

currently not meeting the required performance standard. The two routes are the South San Francisco Ferry operated by the Water Emergency Transportation Authority (WETA) and the DB1 operated by AC Transit on behalf of the Dumbarton Consortium.

The farebox recovery ratios for the two at-risks routes are shown below.

Route	Type of Service	Required Farebox Ratio	FY2012-13 Farebox Ratio	FY2013-14 Farebox Ratio	FY2014-15 (partial) Farebox Ratio
DB1	Peak	30%	21.9%	24.0%	27.8%
South San Francisco Ferry	Peak	40%	10.3%	17.3%	19.4%

MTC staff is working with AC Transit to develop and implement corrective actions with the aim of bringing the route's farebox recovery up to the required level. MTC staff is also working with WETA on their corrective action plan to increase ridership and reduce costs. While ridership has grown, it is unlikely that the South San Francisco Ferry will meet the RM2 performance metric. WETA staff believe that it will take ten years for the South San Francisco service to achieve a 40% farebox recovery.

Staff will provide an update regarding these services in October 2015 when the annual performance update is presented.

Issues: None.

Recommendation: Refer MTC Resolution No. 4185 to the Commission for approval.

Attachments: MTC Resolution No. 4185

Date: May 27, 2015
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4185

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2015-16.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 13, 2015.

Date: May 27, 2014
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2015-16 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4185

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2015-16, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 27, 2015.

FY 2015-16 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Operator	Route	Programmed (1,2)	Notes
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40/42	2,195,925	
		TBD		277,800	
		Total			2,473,725
2	Napa VINE Service	NCTPA	Vallejo Intermodal Express Bus	390,000	
		TBD		36,400	
Total			426,400		
3	Express Bus North	SolTrans	Route 78	510,226	
		SolTrans	Route 80	511,873	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	184,072	
		Fairfield/Suisun Transit	Route 90	526,963	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Solano TA	New Service Planning and Operation	738,000	
Total			3,750,608		
4	Express Bus South (3)	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	317,950	
		WestCat	Hercules/Pinole to SF	601,600	
		Total			6,492,793
5	Dumbarton Bus	AC Transit	Routes DB	1,382,828	
			Route DB1	1,284,148	
Total			2,666,976		
6	Ferry Service	WETA	Alameda Harbor Bay	1,114,450	
		WETA	Alameda/Oakland	4,004,500	
		WETA	Vallejo	7,293,850	
		WETA	South San Francisco	2,887,200	
Total			15,300,000		
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		TBD		177,000	
Total			2,004,000		
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
Grand Total				41,614,502	

RM2 Marketing Assistance Program (4)

Project Name	Operator	Description	Programmed (4)	Notes
Clipper®	MTC	Public Information and Marketing	2,825,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Marketing new services	TBD	Marketing new service	200,000	
Grand Total			3,225,000	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2015-16 BATA Budget.
 3. \$580,836 in funding for LAVTA's Rapid service is held in reserve pending adoption by their board of their Comprehensive Operational Analysis and approval of service changes for the route.
 4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2015-11**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING
THE FUNDING ALLOCATION REQUEST FOR REGIONAL MEASURE 2 FUNDS FROM
THE METROPOLITAN TRANSPORTATION COMMISSION FOR SOLANOEXPRESS**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the SolanoExpress is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in Streets and Highways Code section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by Solano Transportation Authority of assurances required for the allocation of funds by MTC; now, therefore, be it

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that Solano Transportation Authority approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the certification of assurances, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with Streets and Highways Code section 30914(d); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for SolanoExpress in accordance with Streets and Highways Code section 30914(d); and be it further

RESOLVED, that Solano Transportation Authority certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations section 15000 *et seq.*) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority agrees to indemnify and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that Solano Transportation Authority authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for operating or planning costs for Fiscal Year 2015-2016 with MTC for Regional Measure 2 funds in the amount of up to \$421,000, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Elizabeth Patterson, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of December, 2015, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of December 9, 2015.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: November 29, 2015
 TO: STA Board
 FROM: Liz Niedziela, Transit Program Manager
 RE: Consolidated Transportation Services Agency (CTSA) Advisory Committee Representation for Veteran/Low-Income

Background

The Solano Transportation Authority (STA) Board authorized the Executive Director to request Consolidated Transportation Services Agency (CTSA) designation to pursue funding to facilitate and coordinate implementation of various Mobility Management Programs and Services in support of Mobility for Solano County Seniors, People with Disabilities, and Low Income residents. STA was designated by the Metropolitan Transportation Commission (MTC) as the CTSA for Solano County on September 24, 2014.

CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area.

Discussion:

Concurrently, the STA Board approved the formation of a CTSA Advisory Committee. Members from each of the following committees and agencies are specified and the status.

Members from Committee and Agencies	Status
Seniors and People with Disabilities Transportation Advisory Committee (1)	Susan Rotchy, Director of Independent Living Resource Center
Paratransit Coordinating Council (1)	Ernst Rogers, Transit User
Lifeline Advisory Committee (1)	Richard Burnett, MTC PAC
SolanoExpress Intercity Transit Consortium (3)	Nathan Atherstone, FAST Mona Babauta, SolTrans Brian McLean, Vacaville City Coach
Solano County Department of Health and Social Services (1)	Gerald Huber, Director of Solano County Health and Social Services
Area Agency on Aging (AAoA) (1)	Leanne Martinsen, Director of AAoA
STA Board Members (4)	Mayor Jack Bachelor, City of Dixon Mayor Harry Price, City of Fairfield Mayor Norman Richardson, City of Rio Vista Supervisor James Sperring, County of Solano
<i>Veteran/Low Income Agency</i>	<i>Pending STA Board Approval</i>

The CTSA Advisory Committee is requesting the STA Board include representation from an agency that serves the veterans and low-income to serve on the CTSA Advisory Committee. If approved, STA staff will come back next month to the STA Board with a representative recommendation from the CTSA Advisory Committee.

Recommendation:

Approve adding a member that represents Veterans/Low-Income residents to the CTSA Advisory Committee.



DATE: November 9, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Change Order for North Connector Mitigation Site

Background:

The Solano Transportation Authority (STA) is the implementing agency for the North Connector Mitigation Site. STA entered into an agreement on June 17, 2009 with the Solano Community College for implementation of the mitigation site for the North Connector on Solano Community College property. The Mitigation Site is located directly north of the Linear Park Trail, west side of Suisun Creek and east of Solano College Athletic fields. The work to be done consists of approximately 4 acres of mitigation planting, including placement of over 650 trees and 350 shrubs, hydroseeding, installation of electrical service for irrigation controllers, irrigation, and development of a water supply.

Discussion:

Consistent with STA Board direction, staff has been proceeding with implementation of the North Connector Mitigation Site. The Project was designed by HD Harvey and Associates, a professional ecological consulting firm with experience in designing mitigation planting projects.

Construction of the North Connector Mitigation Site was completed in 2010 by Cagwin & Dorward, Inc. and they have been providing Mitigation Site maintenance since that time and will be completing their work at the end of 2015/early 2016. In order to complete the maintenance, staff is recommending the Board authorize the Executive Director to issue a Contract Change Order to Cagwin and Dorward in an amount not-to-exceed \$10,000 to perform maintenance activities in fall 2015/early 2016. Staff will work to find another contractor to complete the maintenance for the remaining 5 years of the 10 year maintenance period, and will bring that item back to the Board at a future Board meeting.

Fiscal Impact:

The North Connector Mitigation Site maintenance will be funded with Bridge Toll funds already allocated to the North Connector Project.

Recommendation:

Authorize the Executive Director to issue a Contract Change Order to Cagwin and Dorward in an amount not-to-exceed \$10,000 to perform North Connector Mitigation Site maintenance activities.

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DATE: November 20, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project – Bridge Toll Fund Transfer

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is essentially complete and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012, with Construction Packages 1-3 in various phases of implementation. Specifically, in final design (Construction Package 2), preliminary engineering (Construction Package 3) and construction (Initial Construction Package).

Discussion:

The construction contract for the Initial Construction Package (ICP) was awarded in spring 2014 and is now approximately 60% complete. The amount of construction funding programmed with AB1171 funding was \$28.448M and based on construction bids, only \$26.259M was required, leaving a balance of \$2.189M. This balance will be transferred to the next construction package, Construction Package 2 (CP2) for utility relocations as discussed below.

CP2, which consists of constructing a new partial interchange on I-680 at Red Top Road, is under design, with the 65% plans submitted to Caltrans in mid-November. The next step for delivery of this construction package will be to complete utility relocations. There are two specific utility relocations that need to be completed in the near future, since the Goldhill Village Development, which is located in the southwest quadrant of the interchange, is scheduled to start construction in spring 2016. The 30-inch Fairfield Suisun Sanitary District (“FSSD”) sewer pipe line and the 36-inch City of Benicia (“BENICIA”) water pipe line will be placed under the new streets constructed as part of the Goldhill Village Development, so timing is critical.

As part of the standard process, in order to process an allocation transfer request from MTC, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM2 Project 7 and cash flow plan (attachments to resolution).

Fiscal Impact:

With this approach, \$2.189M of Regional Measure 2 or AB1171 funds will be transferred from the I-80/I-680/SR12 Interchange – ICP construction phase to Right-of-Way Phase for CP2.

Recommendation:

Approve the attached STA Resolution No. 2015-12 and Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$2.189 million in Regional Measure 2 or AB1171 Bridge Toll funds to the right-of-way phase of the I-80/I-680/SR12 Interchange – CP2 for utility relocations.

Attachment:

- A. STA Resolution No. 2015-12

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2015-12**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE AB1171 ALLOCATION TRANSFER REQUEST FOR
REGIONAL MEASURE 2 FUNDS FROM THE METROPOLITAN
TRANSPORTATION COMMISSION TO THE I-80/I-680/SR12 INTERCHANGE
PROJECT – CONSTRUCTION PACKAGE 2**

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

WHEREAS, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

WHEREAS, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 2 (“RM2”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, MTC is responsible for funding projects eligible for RM2 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions; and

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project, which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation transfer request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

RESOLVED, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities

and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation transfer request to MTC for Regional Measure 2 funds in the amount of \$2,189,000 for the right-of-way phase for the I-80/I-680/SR12 Interchange Project – Construction Package 2, purposes and amounts included in the project application attached to this resolution (the \$2.189 million will be transferred from the previous allocation of \$28.448 million for construction of the I-80/I-680/SR12 Interchange – Initial Construction Project (ICP)); and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Elizabeth Patterson, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of December, 2015, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of December 9, 2015.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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Regional Measure 2

Initial Project Report (IPR)

December 2015

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,309,000	Utility Relocation for I-80/I-680/SR12 Interchange; \$591,096 transferred to Allocation #28
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#22	December 2012	\$5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#23	March 2013	\$882,008	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#24	May 2013	\$10,400,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#25	June 2013	\$1,597,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 2

Regional Measure 2 – INITIAL PROJECT REPORT

#26	June 2013	\$3,916,000	Final Design (PS&E) Phase for the I-80/I-680/SR12 Interchange –Construction Package 3
#27	August 2013	\$29,448,000	Construction Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP)
#28	August 2013	\$2,469,096	Right of Way Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) – new allocation of \$77,992; transfer of \$591,096 from Gordon Waterline allocation; transfer of \$600,000 from I-80 HOV Lanes PS&E allocation; transfer of \$1,200,000 from I-80 Express Lanes PA/ED allocation.
#29	February 2014	< \$1,000,000>	Transfer from Construction Phase of the I-80/I-680/SR12 Interchange – Initial Construction Package (ICP) to the Construction Phase of the I-80 FPI Project

Total: \$105,077,104

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2015	\$2,189,000	Right of Way Phase for the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2) – transfer of \$2,189,000 from ICP Construction Phase allocation to the CP2 Right of Way Phase.

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Regional Measure 2 – INITIAL PROJECT REPORT

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Improvements being considered or cleared in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and other environmental documents include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be and are being delivered by currently identified fund sources.

The STA is currently delivering the I-80/I-680/SR12 I/C improvements, with the expectation that the I/C improvements will need to be constructed with multiple construction packages.

Operability

Caltrans will be responsible for owning and operating the mainline I/C and I-80 WB Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

I-80/I-680/SR12 Interchange Project -The environmental document (EIR/EIS) for the I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. However, a Record of Decision (ROD) has been issued for the fundable first phase.

Design –

Final Design for the first construction package (Initial Construction Package (ICP) was completed in May 2013. Final Design for I-80/I-680/SR12 Interchange - Construction Packages 2 is underway. Preliminary Design for Construction Package 3 has been completed, but sufficient funding is not available for Construction Package 3 to proceed with Final Design.

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

Right-of-way acquisition for ICP started in spring 2012 and was completed. Activities required to transfer the right-of-way to Caltrans is underway. Utility relocations are underway. Although right-of-way acquisition for Construction Package 2 and 3 has not started, the developer of the Goldhill Village Development has dedicated easements for the relocation of the Benicia NBA water pipeline and the Fairfield-Suisun Sanitation District sewer pipeline.

Construction / Vehicle Acquisition -

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (Initial Construction Package (ICP)) started construction in spring/summer 2014 and is expected to be completed in early 2017. Construction of Construction Packages 2 and 3 has not been scheduled at this time.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$37,800
Design - Plans, Specifications and Estimates (PS&E)	6,413
Right-of-Way Activities /Acquisition (R/W)	100,091
Construction / Rolling Stock Acquisition (CON)	193,457
Total Project Budget (in thousands)	\$337,761

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$27,400
Design - Plans, Specifications and Estimates (PS&E)	900
Right-of-Way Activities /Acquisition (R/W)	41,234
Construction / Rolling Stock Acquisition (CON)	60,676
Total Project Budget (in thousands)	\$130,210

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$3,696
Design - Plans, Specifications and Estimates (PS&E)	1,597
Right-of-Way Activities /Acquisition (R/W)	10,129
Construction / Rolling Stock Acquisition (CON)	40,403
Total Project Budget (in thousands)	\$55,825

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$6,704
Design - Plans, Specifications and Estimates (PS&E)	3,916
Right-of-Way Activities /Acquisition (R/W)	48,728
Construction / Rolling Stock Acquisition (CON)	92,378
Total Project Budget (in thousands)	\$151,726

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	12/12 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	08/12 (A)	05/13 (A)
Right-of-Way Activities /Acquisition and Transfer (R/W)	04/12 (A)	12/16
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – ICP	05/14 (A)	01/17

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	06/13 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	07/13 (A)	12/16
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP2	TBD	TBD

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02 (A)	12/12 (A)
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02 (A)	12/15

Regional Measure 2 – INITIAL PROJECT REPORT

Final Design - Plans, Specs. & Estimates (PS&E)	TBD	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP3	TBD	TBD

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2015-16: R/W Phase for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2); specifically for utility relocations.

Amount being requested (in escalated dollars)	\$ 2,189,000
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	December 2015
Month/year being requested for MTC Commission approval of allocation	December 2015

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – ICP or CP1	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – ICP or CP1	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – ICP or CP1	Final Design	05/13 (A)
4	I-80/I-680/SR12 I/C – ICP or CP1	Right of Way Acquisition and Transfer	12/16
5	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
6	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
7	I-80/I-680/SR12 I/C – CP2	Final Design	12/16
8	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	TBD
9	I-80/I-680/SR12 I/C – CP3	Draft ED	08/10 (A)
10	I-80/I-680/SR12 I/C – CP3	Final ED	12/12 (A)
11	I-80/I-680/SR12 I/C – CP3	Final Design	TBD
12	I-80/I-680/SR12 I/C – CP3	Right of Way Acquisition	TBD

Regional Measure 2 – INITIAL PROJECT REPORT

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the R/W Phase activities for the relocation of the Benicia water pipe line and the Fairfield-Suisun Sanitary District sewer pipe line for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2) project.

RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included.

Next Anticipated RM-2 Funding Allocation Request

N/A

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 595-4587
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

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DATE: November 20, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/SR12 Interchange Project – Package 2 Advanced Utility Relocation

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is essentially complete and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012, with Construction Packages 1-3 in various phases of implementation. Specifically, the final design (Construction Package 2), preliminary engineering (Construction Package 3) and construction (Initial Construction Package).

Discussion:

STA is taking the lead for design, right-of-way acquisition and utility relocations for the I-80/I-680/SR 12 Interchange – Construction Package 2 (CP2), which consists of constructing a new partial interchange on I-680 at Red Top Road. CP2 is under design, with the 65% plans submitted to Caltrans in mid-November. The next critical upcoming activity for the project is the relocation of utilities that are in conflict with the Goldhill Village Development and the planned improvements.

There are two specific utility relocations that need to be completed in the near future, since the Goldhill Village Development, which is located in the southwest quadrant of the interchange, is scheduled to start construction in spring 2016. The 30-inch Fairfield Suisun Sanitary District (FSSD) sewer pipe line and the 36-inch City of Benicia water pipe line will be placed under the new streets constructed as part of the Goldhill Village Development, so timing is critical. In order to proceed with these utility relocations, staff is recommending the Board authorize the Executive Director to finalize and execute the attached draft utility agreements between STA and utility owners. STA will be responsible for preparing the utility relocation plans and Discovery Builders, Inc. (developer for the Goldhill Village Development) will be responsible for construction activities, with Benicia and FSSD providing inspection services for their respective utility. As such, staff is also recommending the Board approve the attachment agreement between STA and Discovery Builders, Inc. The total amount for all three agreements will not exceed \$2,189,000.

Fiscal Impact:

Relocation of the Benicia and FSSD facilities are being funded with Bridge Toll funds, as part of the I-80/I-680/SR12 Interchange – Construction Package 2 (CP2) Project.

Recommendation:

Approve the following actions, to be implemented within a total amount not-to-exceed budget amount of \$2,189,000:

1. Authorize the Executive Director to finalize and execute the attached utility relocation agreements (Attachment A) between STA and utility owners (City of Benicia and Fairfield Suisun Sanitary District (FSSD)); and
2. Authorize the Executive Director to finalize and execute the attached agreement (Attachment B) between STA and Discovery Builders, Inc. for relocation of the City of Benicia and FSSD facilities.

Attachments:

- A. Utility Relocation Agreements between STA and utility owners (City of Benicia and FSSD)
- B. Agreement between STA and Discovery Builders, Inc.

UTILITY AGREEMENT

SOLANO TRANSPORTATION AUTHORITY

UTILITY AGREEMENT

County	Route	P.M.	Project #
Solano	680	R10.6/R11.6	04-Sol-680-STA
Fed. Aid. No. MTP-6204(117)			
Owner's File			
FEDERAL PARTICIPATION: On the Project : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
On the Utilities: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			

UTILITY AGREEMENT NO. XXXX.2

The Solano Transportation Authority hereinafter called "LOCAL AGENCY" proposes The Interstate 680 (I-680)/Red Top Road Interchange and Lopes Road Realignment Project (Project) is located in Solano County, California, within the City of Fairfield. The Project proposes to construct a new partial interchange at I-680 and Red Top Road and relocate the northerly leg of Lopes Road westerly to accommodate the future I-680 alignment on Highway 680, in Fairfield, Solano County, California.

And: Fairfield-Suisun Sewer District

hereinafter called "OWNER," owns and maintains Sanitary Sewer facilities; within the limits of LOCAL AGENCY's project that requires relocation of said facilities to accommodate LOCAL AGENCY's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE:

In accordance with Notice to Owner No. MTP 6204(117)-NTO-002 dated October xx, 2015, LOCAL AGENCY shall relocate OWNER's 30" sanitary sewer line ole, as shown on LOCAL AGENCY's contract plans for the improvement of Interstate 680 (I-680)/Red Top Road Interchange and Lopes Road Realignment Project, which by this reference are made a part hereof. OWNER hereby acknowledges review of LOCAL AGENCY's plans for work and agrees to the construction in the manner proposed.

Deviations from the plan described above initiated by either the LOCAL AGENCY or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the LOCAL AGENCY and acknowledged by the OWNER, will constitute an approved revision of the plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner. OWNER shall have the right to inspect the work during construction. Upon completion of the work by LOCAL AGENCY, OWNER agrees to accept ownership and maintenance of the constructed facilities and relinquishes to LOCAL AGENCY ownership of the replaced

facilities.

II. LIABILITY FOR WORK

Existing facilities are located in their present position pursuant to rights superior to those of the LOCAL AGENCY and will be relocated at LOCAL AGENCY's expense.

Total Estimated 100% LOCAL AGENCY Expense for OWNER inspection.....\$ 5,000.00

III. PERFORMANCE OF WORK

OWNER shall have access to all phases of the relocation work to be performed by LOCAL AGENCY for the purpose of inspection to ensure that the work is in accordance with the specifications contained in the Highway Contract; however, all questions regarding the work being performed will be directed to LOCAL AGENCY's Resident Engineer for their evaluation and final disposition.

IV. PAYMENT FOR WORK

The LOCAL AGENCY shall perform all work under Section I above at no expense to OWNER.

V. GENERAL CONDITIONS

LOCAL AGENCY will acquire new rights of way in the name of either the LOCAL AGENCY or OWNER through negotiation or condemnation and when acquired in LOCAL AGENCY's name, shall convey same to OWNER by Easement Deed. LOCAL AGENCY's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

SOLANO TRANSPORTATION AUTHORITY

CITY OF BENICIA PUBLIC WORKS

By: _____
Janet Adams
Director of Projects

By: _____
Gregory G. Baatrup
General Manager

Date: _____

Date: _____

Distribution: 1) Owner, 2) Utility Coordinator, 3) DLAE –File, 4) District Utility Coordinator – File

UTILITY AGREEMENT

SOLANO TRANSPORTATION AUTHORITY

UTILITY AGREEMENT

County	Route	P.M.	Project #
Solano	680	R10.6/R11.6	04-Sol-680-STA
Fed. Aid. No. MTP-6204(117)			
Owner's File			
FEDERAL PARTICIPATION: On the Project : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No On the Utilities: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			

UTILITY AGREEMENT NO. XXXX.1

The Solano Transportation Authority hereinafter called "LOCAL AGENCY" proposes The Interstate 680 (I-680)/Red Top Road Interchange and Lopes Road Realignment Project (Project) is located in Solano County, California, within the City of Fairfield. The Project proposes to construct a new partial interchange at I-680 and Red Top Road and relocate the northerly leg of Lopes Road westerly to accommodate the future I-680 alignment on Highway 680, in Fairfield, Solano County, California.

And: City of Benicia Public Works

hereinafter called "OWNER," owns and maintains Water Line facilities; within the limits of LOCAL AGENCY's project that requires relocation of said facilities to accommodate LOCAL AGENCY's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE:

In accordance with Notice to Owner No. MTP 6204(117)-NTO-001 dated October xx, 2015, LOCAL AGENCY shall relocate OWNER's 36" water line, as shown on LOCAL AGENCY's contract plans for the improvement of Interstate 680 (I-680)/Red Top Road Interchange and Lopes Road Realignment Project, which by this reference are made a part hereof. OWNER hereby acknowledges review of LOCAL AGENCY's plans for work and agrees to the construction in the manner proposed.

Deviations from the plan described above initiated by either the LOCAL AGENCY or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the LOCAL AGENCY and acknowledged by the OWNER, will constitute an approved revision of the plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner. OWNER shall have the right to inspect the work during construction. Upon completion of the work by LOCAL AGENCY, OWNER agrees to accept ownership and maintenance of the constructed facilities and relinquishes to LOCAL AGENCY ownership of the replaced

facilities.

II. LIABILITY FOR WORK

Existing facilities are located in their present position pursuant to rights superior to those of the LOCAL AGENCY and will be relocated at LOCAL AGENCY's expense.

Total Estimated 100% LOCAL AGENCY Expense for OWNER inspection.....\$ 61,900.00

III. PERFORMANCE OF WORK

OWNER shall have access to all phases of the relocation work to be performed by LOCAL AGENCY for the purpose of inspection to ensure that the work is in accordance with the specifications contained in the Highway Contract; however, all questions regarding the work being performed will be directed to LOCAL AGENCY's Resident Engineer for their evaluation and final disposition.

IV. PAYMENT FOR WORK

The LOCAL AGENCY shall perform all work under Section I above at no expense to OWNER.

V. GENERAL CONDITIONS

LOCAL AGENCY will acquire new rights of way in the name of either the LOCAL AGENCY or OWNER through negotiation or condemnation and when acquired in LOCAL AGENCY's name, shall convey same to OWNER by Easement Deed. LOCAL AGENCY's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

SOLANO TRANSPORTATION AUTHORITY

CITY OF BENICIA PUBLIC WORKS

By: _____
Janet Adams
Director of Projects

By: _____
Graham Wadsworth
Public Works Director

Date: _____

Date: _____

Distribution: 1) Owner, 2) Utility Coordinator, 3) DLAE –File, 4) District Utility Coordinator – File

AGREEMENT

SOLANO TRANSPORTATION AUTHORITY AND DISCOVERY BUILDERS, INC.

1. **PARTIES:** This Agreement is made as of December 09, 2015, between the Solano Transportation Authority, a joint powers authority (“AUTHORITY”), and Discovery Builders, Inc., a California company (“DEVELOPER”).
2. **RECITALS:**
 - A. DEVELOPER has received approval from the City of Fairfield (“CITY”) to construct a residential project, known as the Goldhill Village Development, which is adjacent to property on which AUTHORITY, in cooperation with Caltrans, will be constructing the I-680/Red Top Road Interchange project.
 - B. Construction of the I-680/Red Top Road Interchange project will affect the 30-inch Fairfield Suisun Sanitary District (“FSSD”) sewer pipe line and the 36-inch City of Benicia (“BENICIA”) water pipe line and will require AUTHORITY to relocate a portion of each of these utilities, collectively “UTILITIES”.
 - C. CITY and DEVELOPER will enter into a Development Agreement for the Goldhill Village Development, which will provide the terms and conditions for the construction of those and other improvements required by CITY.
 - D. There is required coordination of the improvements to be constructed by AUTHORITY and DEVELOPER. The parties desire to coordinate the work in the most efficient manner and at the least cost to the public and to provide the terms under which AUTHORITY will contribute its share of the cost.
 - E. AUTHORITY has obtained all approvals from FSSD and BENICIA required for the relocation of UTILITIES.

NOW, THEREFORE, in consideration of the mutual promises below, the parties agree as follows:

3. Responsibilities of DEVELOPER and AUTHORITY:
 - A. **AUTHORITY shall:**
 - i. Provide plans and specifications for relocation of UTILITIES to DEVELOPER, hereinafter referred to as WORK;

- ii. Pay to DEVELOPER a lump sum amount of \$_____, within 30 days of completion and acceptance of WORK as provided in Section 5 below.

B. DEVELOPER shall:

- i. Complete WORK in accordance with BKF Engineers plans and specs, which by this reference are made a part of this Agreement.
- ii. Be responsible for coordinating the inspection with FSSD and BENICIA. FSSD and BENICIA shall have access to all phases of WORK to be performed by DEVELOPER.

4. TIME FOR COMPLETION:

- A. Schedule. DEVELOPER shall complete the WORK by June 30, 2016.

5. INSPECTION AND ACCEPTANCE:

- A. Inspection. FSSD and BENICIA shall inspect the WORK during construction. When DEVELOPER deems WORK complete, it shall notify AUTHORITY's Deputy Executive Director, who shall promptly contact FSSD and BENICIA to have each entity accept their respective portion of WORK.
- B. Acceptance. The WORK will be deemed accepted for purposes of payment upon the inspection and written approval of the WORK by FSSD and BENICIA.

6. COMPLIANCE WITH LAWS: In constructing the WORK, DEVELOPER shall comply and, by separate written contracts, shall require all contractors and subcontractors performing any portion of the WORK to comply with all applicable laws, ordinances, rules, and regulations, whether federal, state, or local, including without limitation the prevailing wage laws of the State of California.

7. INDEMNIFICATION AND INSURANCE: The insurance and indemnity provided by DEVELOPER, and its contractor(s), shall apply not only to the work covered by this Agreement, but also to all suits or actions at law or in equity for claims, damages, liabilities, or obligations caused by or arising from, or alleged to be caused by or arise from, the WORK or this Agreement.

- A. Liability Insurance. Without limiting the obligation of DEVELOPER to indemnify the AUTHORITY under this Agreement, DEVELOPER shall maintain in force at all time during the term of the Agreement, insurance or self-insurance covering its operations and naming AUTHORITY as additional insured in the amounts and types of insurance as stated in Exhibit A attached to and incorporated here by this reference. The liability insurance policies furnished by DEVELOPER and its contractor(s) shall provide that the coverage afforded thereby shall be primary coverage to the full policy limits, and that if any of the

indemnitees has other liability insurance or self-insurance against the loss covered by those policies, the other insurance or self-insurance shall be excess only.

- B. **Indemnification**. DEVELOPER shall indemnify, defend and hold harmless both the AUTHORITY, its officers, employees, agents, trustee and volunteers from and against all claims, damages, demands, losses, defense costs, expenses (including attorney fees) and liability of any kind or nature arising out of or resulting from performance of work, provided that any such claim, damage, demand, loss, cost, expense or liability is caused in whole or in part by any negligent or intentional act or omission of the DEVELOPER, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder. In providing any defense, DEVELOPER shall use legal counsel reasonably acceptable to the AUTHORITY Counsel. The indemnification requirement shall survive the termination or expiration of this Agreement. The indemnification provision shall apply to all damages and claims for damages of every kind suffered, or alleged to have been suffered, by reason of any operations by DEVELOPER, its contractor(s), or subcontractor(s) regardless of whether or not AUTHORITY has prepared, supplied, or approved of plans and specifications, or regardless of whether or not such insurance policies shall have been determined to be applicable to any such damages or claims for damages.
- C. **Documentation**. DEVELOPER shall obtain from its contractor(s) and submit to AUTHORITY's Deputy Executive Director a written indemnification agreement and evidence of insurance coverage, in a form acceptable to the Deputy Executive Director.
- D. **No Waiver**. AUTHORITY does not, and shall not, waive any rights against DEVELOPER which it may have by reason of the indemnity because of AUTHORITY's acceptance of, or the deposit with AUTHORITY by DEVELOPER, of any of the insurance policies described this Agreement.
- E. **Workers' Compensation Insurance**. DEVELOPER shall take out and maintain until completion and acceptance of the WORK, Workers' Compensation insurance for all DEVELOPER's employees employed at the site of the WORK, and DEVELOPER shall be responsible for ensuring that any contractor(s) similarly provide Workers' Compensation insurance for their employees, unless such employees are covered by the policy provided by DEVELOPER. DEVELOPER indemnifies AUTHORITY and the other indemnitees for any damage resulting from failure of DEVELOPER or its contractor(s) to take out or maintain Workers' Compensation insurance.
8. **AGREEMENT MODIFICATION**: This Agreement shall be subject to modification only by the parties' written agreement.
9. **TERMINATION**: Unless terminated earlier through the mutual, written consent of the parties, this Agreement shall terminate upon completion and acceptance of the WORK

and payment by AUTHORITY of its share of costs thereof as provided in this Agreement. The termination of this Agreement shall not affect the provisions of Section 7 above, which shall survive the termination of this Agreement.

10. **ENTIRE AGREEMENT:** This Agreement contains the entire understanding of the parties relating to the subject of this Agreement. Any representation or promise of the parties relating to the WORK shall not be enforceable unless it is contained in this Agreement, or in a subsequent written modification of this Agreement executed by the parties.

11. **NOTICES:** All notices (including requests, demands, approvals, or other communications) under this Agreement shall be in writing.

A. Notice shall be sufficiently given and delivered for all purposes as follows:

- (1) When mailed by certified mail with return receipt requested, notice is effective on receipt if delivery is confirmed by a return receipt.
- (2) When delivered by overnight delivery by a nationally recognized overnight courier, notice is effective on receipt if delivery is confirmed by a return receipt.
- (3) When personally delivered to the recipient, notice shall be deemed delivered on the date personally delivered, as evidenced by a declaration under penalty of perjury, setting forth the date, time and circumstances of the delivery and executed by the person making the delivery.

B. The place for delivery of all such notices shall be as follows:

To: AUTHORITY

Solano Transportation Authority
Attn: Janet Adams, Deputy Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585
Fax: (707)
E-mail:

To: DEVELOPER

Discovery Builders, Inc.
Attn:
E-mail:

Or to such other addresses as AUTHORITY or DEVELOPER may designate by written notice to the other. Parties are encouraged, but not required to fax and/or email notice in addition to delivering notice as provided herein; provided, however, the failure to do so shall not be a breach of this Agreement or make delivery as provided herein ineffectual.

12. **SUCCESSORS AND ASSIGNS**: This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties. However, any proposed assignment of a party's rights under this Agreement shall be subject to the advance, written consent of the other party.
13. **CHOICE OF LAW**: This Agreement is made in Solano County and shall be construed in accordance with and governed by the laws of the State of California. Any action relating to this Agreement shall be filed and prosecuted in the courts of Solano County.

IN WITNESS WHEREOF, on the dates set out below, the parties have executed this Agreement by their agents, and each person signing this Agreement represents that he is the agent of the party for which he acts and is duly authorized to execute this Agreement and thereby to bind his principal.

**SOLANO TRANSPORTATION AUTHORITY
(AUTHORITY)**

**DISCOVERY BUILDERS, INC., A
CALIFORNIA COMPANY (DEVELOPER)**

By: _____
Executive Director

By: _____
Its: **Manager**

Date: _____

Date: _____

EXHIBIT A
INSURANCE REQUIREMENTS

DEVELOPER shall furnish the AUTHORITY with certificate(s) of insurance or self-insurance and/or original endorsement(s) and/or insurance binder(s) affecting coverage required below. The certificates, endorsements, and/or binders for each insurance policy are to be signed by a person authorized by the insurer to affect coverage on its behalf. The certificates, endorsements, and/or binders are to be received and approved by the AUTHORITY before work commences. The AUTHORITY reserves the right to require complete, certified copies of all required insurance policies, at any time.

During the term of the Agreement, DEVELOPER shall, at its sole expense, obtain and maintain in full force the type and limits of liability as follows:

I. A. **COMMERCIAL/GENERAL LIABILITY:**

Bodily Injury and Property Damage for premises and operations; Personal Injury and Advertising for premises and operations; Independent DEVELOPERS (if any basis); Incidental Contracts; Contractual Liability; and Products and Complete Operations.

“Claims made” policies are unacceptable.

Minimum Limits: \$1,000,000 combined single limit, on an occurrence policy form.

BUSINESS AUTOMOBILE LIABILITY:

Protection against loss of a result of liability to others caused by an accident and resulting in bodily injury and/or property damage, arising out of the ownership or use of any automobile. If DEVELOPER has no owned automobiles, then only hired and non-owned automobile coverage is required.

Minimum Limits: \$1,000,000 per occurrence for bodily injury or property damage, combined single limit.

II. **Workers’ Compensation and Employers Liability:** DEVELOPER shall carry full Workers’ Compensation insurance coverage for all persons directly employed, in carrying out the work under this contract, in accordance with the “Workers’ Compensation and Insurance Act,” Division statutory limits will apply. If DEVELOPER hires subcontractors to perform under this agreement, the DEVELOPER shall assure that the subcontractors carries Workers’ Compensation insurance for all of its employees, who are required to be covered by applicable law.

III. **Notice of Cancellation:** Each insurance policy shall be endorsed, and evidence of such endorsement shall be provided to the AUTHORITY, that coverage not be suspended,

voided, canceled, reduced in coverage or in limits, or material change in coverage, except after thirty (30) days prior written notice has been given to the AUTHORITY. Ten (10) days prior written notice of cancellation for non-payment of DEVELOPER'S insurance premium is permissible.

- IV. **Additional Insured:** It is mandatory that all of the above insurance policies (except Workers' Compensation) shall include the AUTHORITY as additional insured. The AUTHORITY, its officials, trustees, agents, employees, and volunteers are to be covered as additional insured as respects liability arising out of activities performed by or on behalf of the DEVELOPER.
- V. In addition, it is understood and agreed that the following be made a part of the Agreement.
- A. **Excess/Umbrella:** An excess policy or an umbrella policy (following form) may be utilized to meet the above required limits of liability.
- B. **Supplementary Payments:** The above-stated limits of liability coverage for Commercial/Comprehensive General Liability, and Business Automobile Liability assumes that the standard "supplementary payments" clause will pay in addition to the applicable limits of liability and that these supplementary payments are not included as part of the insurance limits of liability. If any of the policies indicate that defense costs are included in the general limit, then the general aggregate limits must be a multiple of the per occurrence limits.
- C. **DEVELOPERS' Insurance as Primary:** The DEVELOPER'S insurance coverage shall be primary insurance. Any insurance or self-insurance maintained by the AUTHORITY, its officials, trustees, agents, employees or volunteers shall be excess to the DEVELOPER'S insurance and shall not contribute with it.
- D. **Acceptability of Insurers:** Insurance is to be placed with admitted State of California insurers which have an A.M. Best's rating of no less than A:VII, or be an equivalent program of self-insurance.

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DATE: November 20, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Express Lanes Project – Cooperative Agreement between STA and Bay Area Infrastructure Financing Authority (BAIFA)

Background:

Over the past several years, STA staff has been working in partnership with the Bay Area Infrastructure Financing Authority (BAIFA) and Caltrans to implement the I-80 Express Lanes Project (Red Top Road to I-505). BAIFA is staffed by staff from the Metropolitan Transportation Commission (MTC). The portion from Red Top Road to Airbase Parkway will be a conversion of existing High Occupancy Vehicle (HOV) Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express lanes. STA has taken the lead for the Project Approval/Environmental Document (PA/ED phase) for the I-80 Express Lanes. Environmental clearance for the I-80 Express Lanes is expected to be completed by December 31, 2015.

Discussion:

As mentioned above, environmental clearance for the I-80 Express Lanes – Red Top Road (in Fairfield) to I-505 (in Vacaville) is expected to be completed by December 31, 2015. Now that the project is reaching this major milestone, the next step will be to proceed with final design. In order to move forward with final design, STA will need to enter into the attached Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) (Attachment A), to secure \$14.23 million in BAIFA funding. BAIFA funding, in conjunction with \$4.33 million in remaining Bridge Toll funding, will fund final design, right-of-way acquisition and utilities. In order to keep the project moving forward, staff recommends the Board authorize the Executive Director to finalize and execute the attached Cooperative Agreement between STA and BAIFA to proceed with these I-80 Express Lanes project activities.

Fiscal Impact:

With approval of the attached Cooperative Agreement between STA and BAIFA, final design, right-of-way acquisition and utilities for the I-80 Express Lanes – Red Top Road to I-505 project will be funded with a combination of BAIFA and Bridge Toll funds.

Recommendation:

Authorize the Executive Director to finalize and execute the Cooperative Agreement between STA and BAIFA for funding for final design, right-of-way acquisition and utilities for the I-80 Express Lanes – Red Top Road to I-505 project as shown in Attachment A.

Attachment:

- A. Cooperative Agreement between STA and BAIFA

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COOPERATIVE AGREEMENT
Between BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
And SOLANO TRANSPORTATION AUTHORITY

I-80 EXPRESS LANE PROJECTS

THIS COOPERATIVE AGREEMENT (“Agreement”), entered into and effective as of September 1, 2015, is between the SOLANO TRANSPORTATION AUTHORITY, referred to herein as “STA,” and the BAY AREA INFRASTRUCTURE FINANCING AUTHORITY, referred to herein as “BAIFA.”

RECITALS

- A. WHEREAS, BAIFA is a Joint Powers Authority (JPA) between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) created in 2006 pursuant to the California Joint Exercise of Powers Authority Act, consisting of Sections 6500 through 6599.2 of the California Government Code; and
- B. WHEREAS, the California Transportation Commission (CTC) authorized in 2011 the development and operation of toll lanes as described in the “Bay Area Express Lanes Public Partnership Application for High Occupancy Toll Lanes” dated September 28, 2011; and
- C. WHEREAS, in 2013, MTC delegated to BAIFA its CTC-granted authority to develop and operate toll lanes; and
- D. WHEREAS, the STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano; and
- E. WHEREAS, BAIFA is the lead public agency to design, build and operate the express lane toll system and the backhaul communications network; and
- F. WHEREAS, the following I-80 Express Lanes are consistent with applicable transportation plans and policies, including the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and Air Quality Conformity requirements, and have been identified by BAIFA as priorities: 1) Convert existing HOV lanes to Express Lanes between Red Top Road and Air Base Parkway; and 2) Construct new Express Lanes between Air Base Parkway and I-505; and
- G. WHEREAS BAIFA will deliver the toll system for the aforementioned I-80 Express Lanes; and
- H. WHEREAS, STA has agreed to be the Sponsor for all phases of Civil Project Delivery associated with the aforementioned I-80 Express Lanes (“PROJECT”); and

- I. WHEREAS, STA is currently the Sponsor for the Project Approval and Environmental Documents phase of PROJECT; and
- J. WHEREAS, on June 24, 2015, BAIFA authorized its Executive Director to enter into a cooperative agreement with STA to perform work specified in Attachment A, I-80 Express Lane Projects Scope, Budget and Schedule;

NOW, THEREFORE, the parties hereby agree as follows:

I. STA AGREES

1. STA is the Sponsor and as such, is responsible for all phases of project delivery described in Attachment A.
2. STA shall comply with BAIFA's express lane program management processes as documented in BAIFA's Program Controls Plan, Reporting Plan, Change Management Plan, Document Control Plan, Quality Assurance Plan, Risk Management Plan and other applicable guidance, as they may be modified from time to time by BAIFA.
3. STA shall submit invoices to BAIFA for eligible expenses described in Attachment B, I-80 Express Lane Projects Eligible Expenses, no less than quarterly (no more than thirty (30) days after the end of each period for which payment is sought). Each invoice shall be supported by the following information: a) A brief narrative progress report of the activities accomplished during the invoice period, including the percentage of the contract complete and the amount and percentage of funding expended; b) the costs previously requested for reimbursement under this Agreement broken down on a monthly basis; c) the total amount received as reimbursement under this Agreement to date; and d) any additional supporting data in a form and detail requested by BAIFA.
 - a. STA shall submit invoices to BAIFA in electronic and hardcopy formats. All invoices shall be submitted electronically using BAIFA's e-Builder system and as a PDF by email to BAIFA's Accounting Department at acctpay@mtc.ca.gov with subject heading "BAIFA/STA Coop: I-80 Express Lane Projects." A hardcopy of the invoice shall also be submitted in writing to:

Attention: Accounting Section
Bay Area Toll Authority
Joseph P. Bort MetroCenter
101 - 8th Street
Oakland, CA 94607-4700.
 - b. For expenditures not clearly detailed in Attachment B, STA shall submit questions about eligibility in writing to BAIFA's Project Manager in advance of expenditure so they can provide a written decision.

4. STA certifies that:

- a. STA has reviewed PROJECT needs and has adequate internal staffing and support resources to deliver and complete PROJECT.
 - b. There is no legal impediment to STA's accepting funds from the Express Lane Capital Project Budget or delivering and completing PROJECT.
 - c. There is no pending or threatened litigation which might in any way adversely affect PROJECT or the ability of STA to deliver PROJECT.
 - d. Prior to advertising PROJECT for construction, STA will obtain all necessary permits and environmental clearances, including compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), the State Environmental Impact Report Guidelines (14 California Code of Regulations Sections 15000 *et seq.*), and the National Environmental Policy Act (42 USC 4321 *et seq.*), as applicable.
5. STA shall maintain full and adequate books, records, and accounts in accordance with generally accepted accounting practices. All such books, records, accounts, and any and all work products, materials, and other data relevant to PROJECT performance under this Agreement shall be retained by STA for a minimum of four (4) years following the fiscal year of the last STA expenditure made under this Agreement.
 6. STA shall permit BAIFA and its authorized representatives to have, during normal business hours, access to STA's books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement for the purpose of making an audit, examination, excerpt and transcription during the term of this Agreement and for the period specified in Paragraph 5 above. STA shall not dispose of, destroy, alter, or mutilate said books, records, accounts, work products, materials and data for that period of time. Such permission shall extend to books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement of STA's consultants and subconsultants. Should BAIFA request access to the construction site and related field operations, BAIFA shall provide reasonable notice to STA, and STA shall provide access as it deems reasonable and safe.
 7. STA shall comply with any and all laws, statutes, ordinances, rules, regulations, and procedural requirements of any national, state, or local government, and of any agency of such government including but not limited to BAIFA that relate to or in any manner affect the performance of the Agreement.
 8. STA shall support BAIFA efforts to assist MTC in complying with Section 5.b, Analysis of Environmental Impacts of Conversion of Freeway Lanes to Express Lanes and Construction of Express Lanes, of the Settlement Agreement between environmental groups, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments with respect to Plan Bay Area.
 9. STA shall cooperate with BAIFA and Caltrans in the development and execution of any necessary or appropriate three-party agreements to support the effective planning, development, approval and completion of work hereunder.

10. STA shall conduct its public outreach hereunder in a manner that meets or exceeds MTC's '2015 Public Participation Plan' and MTC's 'Plan for Special Language Services to Limited English Proficient Populations'.
11. STA shall document for BAIFA on a monthly basis throughout all project phases any public comments received regarding work hereunder. STA shall submit all comments to BAIFA or its consultant for inclusion in a public comment tracking database, including those comments that relate to project impacts on populations protected by State and Federal antidiscrimination and environmental justice laws including those requiring the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, adoption, implementation and enforcement of environmental laws and policies, including social and economic effects.

II. BAIFA AGREES

12. BAIFA will provide project management documentation and guidance to support STA compliance with BAIFA's express lane program management processes as documented in BAIFA's Program Controls Plan, Reporting Plan, Change Management Plan, Document Control Plan, Quality Assurance Plan, Risk Management Plan and other applicable guidance, as they may be modified from time to time by BAIFA.
13. BAIFA will provide necessary information on the toll system for the successful integration of tolling in the PROJECT.
14. BAIFA agrees to provide STA with Regional Express Lane Bridge Toll Funds for the purpose of funding PROJECT subject to maximum payment for work hereunder as described in Attachment A.
15. Provided STA submits an invoice consistent with the terms of Section I, Paragraph 3 as determined by BAIFA, BAIFA agrees to make payments to STA within thirty (30) days after receipt by BAIFA of each mailed hardcopy invoice.

III. IT IS MUTUALLY AGREED

16. BAIFA's costs shall not exceed the total BAIFA funds detailed in Attachment A without prior approval by BAIFA and a duly-executed amendment to this Agreement, as further described in Paragraph 18.
17. STA and BAIFA agree to work as a team to implement the I-80 Express Lanes. Through the program management processes in Section I, Paragraph 2, and Section II, Paragraph 12, STA and BAIFA shall confer in advance on policy matters and proposed changes in PROJECT scope, cost and schedule.
18. Any substantive material changes in the activities to be performed under this Agreement, or in the terms thereof, shall be incorporated in written amendments, which shall specify

the changes in work performed and any adjustments in compensation and schedule. All amendments shall be executed by BAIFA's Executive Director, or a designated representative, and STA's Executive Director, or a designated representative.

19. Neither STA nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by BAIFA and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon BAIFA under this agreement.

It is understood and agreed that BAIFA and/or its agents will fully defend, indemnify, and save harmless STA and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by BAIFA and/or its agents under this agreement.

20. Neither BAIFA nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by STA and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon STA under this agreement.

It is understood and agreed that STA and/or its agents will fully defend, indemnify, and save harmless BAIFA and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STA and/or its agents under this agreement.

21. BAIFA may terminate this Agreement without cause upon sixty (60) days' prior written notice. If BAIFA terminates this Agreement without cause, STA will be entitled to payment for non-recoverable costs already incurred, up to the maximum amount payable under this Agreement.

22. If STA fails to perform as specified in this Agreement, BAIFA may terminate this Agreement for cause. Termination shall be effected by serving a sixty (60) calendar day advance written notice of termination on STA, setting forth the manner in which STA is in default. If STA does not cure the breach or describe to BAIFA's satisfaction a plan for curing the breach within the sixty (60) day period, BAIFA may terminate this Agreement for cause. In the event of such termination for cause, STA will be entitled only to those costs incurred for already completed work, not to exceed the maximum amount payable under this Agreement for work hereunder; however, in no event shall BAIFA be required to reimburse STA for any costs incurred for work causing or contributing to the default.

23. Except for invoices submitted by STA pursuant to Section I, Paragraph 3, all notices or other communications to either party by the other shall be deemed given when made in writing and delivered or mailed to such party at their respective addresses as follows:

To BAIFA: Attention: Rosalynn Chongchaikit, Project Manager
Bay Area Infrastructure Financing Authority
101 - 8th Street
Oakland, CA 94607-4700
Email: rchong@mtc.ca.gov
Phone: (510) 817-5724
Fax: (510) 817-5848

To STA: Attention: Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Email: jadams@sta.ca.gov
Phone: (707) 424-6075
Fax: (707) 424-6074

24. BAIFA and STA will amend this agreement for future phases of PROJECT as funds are approved by BAIFA.
25. STA and BAIFA shall follow BAIFA's process for final acceptance of PROJECT. Either upon final acceptance or in the event PROJECT is terminated prior to completion, ownership and responsibility for PROJECT assets will be turned over to either BAIFA or Caltrans, depending on the type of asset, and consistent with BAIFA's policies and procedures or Caltrans' permit requirements.
26. To manage the timeliness of reimbursement requests, BAIFA and STA shall jointly establish in writing a completion date for reimbursable work on each PROJECT phase. STA shall submit all reimbursable invoices for each PROJECT phase to BAIFA by its respective completion date. At its discretion, BAIFA may extend completion dates.
27. To support PROJECT closeout, STA shall notify BAIFA of PROJECT completion prior to submitting a final invoice. After notification, BAIFA will provide STA with direction to close out PROJECT, which may include but not be limited to STA providing documentation to verify PROJECT completion, summarizing PROJECT costs and any remaining BAIFA fund balances, transmittal of final deliverables and on-site field visits.
28. This Agreement shall terminate upon closeout of PROJECT.

The terms and conditions of this Agreement consist of the following and each is incorporated by reference herein as if fully set forth herein.

Attachment A – I-80 Express Lane Projects Scope, Budget and Schedule
Attachment B – I-80 Express Lane Projects Eligible Expenses

SOLANO TRANSPORTATION AUTHORITY

BAY AREA INFRASTRUCTURE
FINANCING AUTHORITY

By: _____
Daryl K. Halls, Executive Director

By: _____
Steve Heminger, Executive Director

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ATTACHMENT A

I-80 Express Lane Projects
Scope, Budget and Schedule

The below table documents funds approved by BAIFA for specific phases of work by subproject as well as non-BAIFA funds already allocated for each subproject.

Scope and Budget by Fund Source (millions of \$)

Phase	Subproject								
	I-80 West (Red Top to Air Base)			I-80 East (Air Base to I-505)			I-80 Express Lane Projects (PROJECT)		
	BAIFA	Other	Total	BAIFA	Other	Total	BAIFA	Other	Total
Prelim Studies	N/A	N/A*	N/A	N/A	N/A*	N/A	N/A	N/A*	N/A
PA/ED	N/A	N/A*	N/A	N/A	N/A*	N/A	N/A	N/A*	N/A
PS&E, ROW, Utilities	\$0.600	\$4.330*	\$4.930	\$13.630	\$0.0	\$13.630	\$14.230	\$4.330*	\$18.560
CON									
Total									

Notes: A more detailed budget will be tracked through BAIFA's Program Controls process.

**RM2-funded and not part of this agreement.*

Schedule (estimated completion)

Phase	Subproject	
	I-80 West (Red Top to Air Base)	I-80 East (Air Base to I-505)
Preliminary Studies	Complete	Complete
PA/ED	12/31/2015	12/31/2015
PS&E, ROW, Utilities	6/30/2018	6/30/2018
CON	TBD (dependent on funds)	TBD (dependent on funds)

Note: Actual completion date and more detailed schedule will be tracked through BAIFA's Program Controls process.

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ATTACHMENT B

I-80 Express Lane Projects Eligible Expenses

To ensure that BAIFA's funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design/plans, specifications & estimate, right-of-way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, STA overhead costs, including administrative support, office equipment, and office leases, shall not exceed the cap as described under "STA Costs" below. Prior to expenditure, questions regarding eligible expenses should be submitted in writing to BAIFA's Project Manager for a written decision.

Note that for all PROJECT phases, funding is limited to the BAIFA funding amounts specified in Attachment A. If a particular phase of work is not funded by BAIFA as shown in Attachment A, expenses associated with that phase of work are not eligible for reimbursement by BAIFA:

1. Preliminary Studies

Expenses incurred by STA, Caltrans and consultant staff to perform agreed upon analyses, if any.

2. Project Approval/Environmental Document

Expenses incurred by STA, Caltrans and consultant staff for environmental study costs related to PROJECT, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval of PROJECT are eligible for reimbursement. Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as approved by BAIFA are not eligible for reimbursement.

3. Design/Plans, Specifications & Estimate (including Right-of-Way and Utilities)

Expenses incurred by STA, Caltrans and consultant staff for design activities related to PROJECT. These activities include but are not necessarily limited to, preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; environmental revalidations; preparation of the plans, specifications and estimate (PS&E); preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

Expenses incurred by STA, Caltrans and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; environmental mitigation, preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation

proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with the property but not necessary for PROJECT as defined in Attachment A shall be at the expense of STA and borne by non-BAIFA fund sources.

If any excess right-of-way procured by BAIFA funds is sold, or otherwise disposed of, the proceeds shall be returned to BAIFA based on the prorated percentage of funds BAIFA contributed to the purchase of the property.

4. Construction Costs

Expenses to cover procurement and construction of PROJECT incurred by STA, Caltrans and consultant staff including, but not limited to the following: advertisement/award of contracts, construction capital, design services during construction, management and inspection, surveys, public outreach, STA's management oversight, contract administration, construction management, inspection, reviewing proposed change orders, and activities involved with managing the fund sources contributing to PROJECT.

5. STA Costs

The amount for which STA can be reimbursed for project management and other costs will be limited, as described below. In all cases, STA costs will be reimbursed within the cap of project funds stipulated in this agreement.

- a) **DIRECT STAFF COSTS.** STA staff costs are eligible, provided costs are directly related to PROJECT tasks. Allowable STA staff costs shall include the actual salary and fringe benefits directly related to PROJECT only.
- b) **INDIRECT OVERHEAD COSTS.** An overhead rate for indirect costs can be assessed on direct STA staff costs (salary and fringe benefit costs) only. The overhead rate shall be calculated by multiplying total labor cost (salaries and fringe benefits as described in above), by STA's overhead rate as approved in its OMB Circular A-87 standard or an equivalent rate accepted by BAIFA.
- c) **OTHER DIRECT PROJECT COSTS.** Other direct costs as approved by BAIFA staff.
- d) **CONSULTANT COSTS.** Consultant services directly responsible for delivering PROJECT are eligible.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for PROJECT are eligible costs. However, the cost of permits or fees from STA will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.



DATE: November 20, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project –
Construction Package 2

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is essentially complete and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012, with Construction Packages 1-3 in various phases of implementation. Specifically, in the final design (Construction Package 2), preliminary engineering (Construction Package 3) and construction (Initial Construction Package).

Discussion:

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 project was approved in December 2012. The I-80/I-680/SR 12 Interchange – Phase 1 project is proceeding into the implementation stage. The I-80/I-680/SR 12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. Construction Package 2, which consists of constructing an interchange at I-680/Red Top Road and realigning Lopes Road, is currently in the final design phase.

BKF Engineers was retained by STA to provide design services for Construction Package 2, and over the past two years has been developing and designing this project. The geometrics for the I-680/Red Top Interchange have gone through several iterations to address the following items: 1) avoid impacts to the secondary marsh which is under San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction; 2) FHWA and Caltrans concerns to avoid weaving issues at the northbound on-ramp; and 3) coordination with City of Fairfield and local development in the southwest quadrant of the Interchange. Based on these efforts, the Red Top Interchange has been reconfigured to consist of a partial interchange with only a northbound off-ramp and a southbound on-ramp.

Now that the I-680/Red Top Interchange geometrics have been finalized and agreed to by all stakeholders, it is an appropriate time to amend the BKF contract. As such, staff is recommending the Board approve a contract amendment in the amount of \$245,820 which would be funded with Bridge Toll funds programmed for the project. The additional services provided by BKF are discussed in more detail in the attached letter dated October 30, 2015 (Attachment A).

Fiscal Impact:

The additional design services for the I-80/I-680/SR 12 Interchange – Construction Package 2 will be funded with bridge toll funds.

Recommendation:

Approve a contract amendment for BKF Engineers in the amount of \$245,820, to cover design engineering services for the I-80/I-680/SR 12 Interchange – Construction Package 2.

Attachment:

- A. Letter from BKF Engineers dated October 30, 2015.



October 30, 2015

Mr. Dale Dennis
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585

Subject: I-80/I-680/SR 12 Interchange: I-680/Red Top Road Interchange and Lopes Road Realignment Project (Package 2)

Dear Mr. Dennis,

BKF Engineers (BKF) has cooperatively worked with Solano Transportation Authority (STA) in designing and providing supporting contract documents for the I-80/I-680/SR12 Interchange: I-680/Red Top Road Interchange and Lopes Road Realignment Project- Package 2 (Project). Through the course of the design development process, a scope change is required due to additional work associated with inclusion of custom aesthetic features, additional structure and geotechnical deliverables, and advance utility construction package for sanitary sewer and water.

This additional effort and Project revisions to the design and scope have exceeded our ability to perform the required work within the contracted fee. BKF is therefore requesting that STA authorize an extra work request for the additional scope required for the Project and cited below.

Subconsultant Biggs Cardosa Associates- \$165,000 Additional Work

❖ Custom Aesthetics on bridge and retaining walls - \$ 99,000

The use of custom aesthetic features (other than simple form liner texture and standard column flares) were specifically listed an exclusion in the original scope and fee. However, based on “Aesthetic Design Guidelines, I680/I80/SR-12 Structures - For Solano Transportation Authority”, it is now understood that customized texture will need to be incorporated into the bridge and the approach walls. BCA will prepare aesthetic details drawings with input from the landscape architect. Aesthetic details drawings will be made part of structure plans and will be signed by BCA. BCA will coordinate with the landscape architect to obtain layout information for the various aesthetic features. It is estimated 20 to 24 drawings will be required (for bridge and retaining wall structures). AutoCAD files of aesthetic details drawings including graphical images of custom formliner patterns will be converted to Microstation format to meet Caltrans structure plan standards.

❖ Special Design of MSE Walls - \$28,000

Although BCA was aware that wall design would be non-standard, it was anticipated that Caltrans Standard Details Sheets (XS- sheets) could be utilized with slight modifications. However, due to roadway configuration restraints and a higher than expected peak ground acceleration at the site, Caltrans standard XS-sheets and design charts in Bridge Design Aids (BDA) Section 3-8 details can no longer be used for the proposed MSE walls. Upon communication with Caltrans OSFP and Caltrans Earth Retaining Structure Specialist, BCA will need to perform special design for the MSE wall barrier slabs and will require the preparation of project specific drawings and non-standard special provisions (nSSP) for the MSE walls. Extra coordination for processing with Caltrans will be required for the Nssp approval.



Mr. Dale Dennis
Solano Transportation Authority
October 30, 2015
Page 2

❖ Retaining Wall Plans (Stand-alone plan sets) - \$38,000

BCA originally assumed that retaining wall plans would consist of individual wall structure plans followed by common details sheets (based on format used on our previous similar project 04-0A5354 at I-80/Cordelia). During type selection, Caltrans indicated that each retaining wall plan set should be formatted as one stand-alone structure plan set, which doubled the number of plan sheets expected for the package. Although there will be sheets containing duplicated details, the cost did not account for the amount of extra sheets (approximate 20 to 23 extra plan sheets are anticipated).

Subconsultant Parikh Consultants - \$22,000 Additional Work

- ❖ Parikh originally assumed that a single foundation report would be required. During type selection, Caltrans indicated that in addition to the bridge foundation report, the MSE retaining walls would require an additional stand-alone foundation report. This has increased the number of reports expected for the package.

Subconsultant MPA Design - \$50,820 Additional Work

- ❖ Custom Aesthetics on bridge and retaining walls - \$50,820

As indicated above, custom aesthetics were not included in the scope of work; therefore, an architect was not included on the project team. With the inclusion of custom aesthetics, a landscape architect is proposed to be added. MPA will provide architectural consultation for design of custom aesthetic features according to the "Aesthetic Design Guidelines I-80 I-680 SR 12 Structures" dated 9/12/12. Aesthetics are proposed onto the four MSE walls and rails; and the columns, rails, and abutments for one bridge. The structure engineer BCA will prepare aesthetic details drawings utilizing input from the landscape architect and will stamp and seal drawings. MPA will provide consultation incorporating the themes and motifs contained in the design guidelines, lay out and organize the proper arrangements of the aesthetic treatments by providing and overall elevation of each structure with reference to detailed elevations or cross sections as appropriate, coordinate the arrangement with the STA and BCA, issue refinements and updates to the overall elevation of each structure including changes in response to changes from BCA and comments, attend coordination meetings (4 meetings maximum anticipated), provide specifications, and review drawings for the various aesthetic features. MPA scope of work excludes preparation of PS&E drawings and the design of planting, irrigation, or other hardscape elements.

BKF Engineers- \$8,000 Additional Work

- ❖ Advance utility construction package for sanitary sewer and water - \$ 8,000

An advance utility package for the construction of the Fairfield Suisun Sewer District and the City of Benicia water line for construction by the Gold Hill Village contractor was developed. This package required a separate set of plans, specification, agency processing and has required additional coordination due to inquiries by the contractor. It is assumed any inspections, construction administration or support will not be performed by BKF and will be done by others.

4670 Willow Road,
Suite 250
Pleasanton, CA
94588
phone
925-396-7700
fax 925-396-7799

In consideration of the effort required to complete the tasks requested above, BKF is requesting an extra work amendment not to exceed fee of \$245,820.



Mr. Dale Dennis
Solano Transportation Authority
October 30, 2015
Page 3

Scope excludes re-survey of I-680 due to mainline overlay currently under construction, it is assumed pavement elevations remain the same due to grinding and overlay being the same values per design plans; also it is assumed that the pavement Life Cycle Cost Analysis (LCCA) performed in the PA/ED phase and which is currently under discussion with Caltrans will not be required to be revised.

Should any additional services be requested or required which are not included in our scope of additional services or the original agreement, these services will be considered extra work and will require an amendment for approval and processing prior to executing any additional work task.

We look forward to continuing to move forward on the additional work described above and would like to address any questions concerning the additional work that you may have. Please feel free to contact me concerning questions and approval of the requested extra work amendment.

Very truly yours,
BKF Engineers

Natalina V. Bernardi, P.E.
Principal/Vice President

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DATE : November 23, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - Jepson Parkway Project Cultural Re-Validation

Background:

The award-winning Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction project segments within the Jepson Parkway project corridor have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I 80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project have obtained environmental clearance as one project. In March 2009, the STA Board certified the EIR for the Project. Caltrans, the National Environmental Policy Act (NEPA) lead, certified the EIS in May 2011.

Due to the passage of time since the May 2011 NEPA approval, an environmental revalidation is required. The revalidation is anticipated to be approved by Caltrans not later than in early December. During the revalidation process it was found that there was a need to update proposed environmental commitments and to develop and include a plan for cultural resource monitoring during construction. Specifically, Caltrans has requested preparation of an Addendum to the Finding of No Adverse Effects (FNAE) Discovery Plan.

Discussion:

STA is leading the efforts to finalize the preparation of an Addendum to the FNAE Discovery Plan. This work needs to be completed in a timely manner in order to incorporate construction contract special provisions that will be required to implement an archaeological resource monitoring plan during construction of the project. Advertising of the Phase 1A and 2A Projects are planned for early 2016 by the Cities of Vacaville and Fairfield respectively.

Staff recommends that the Board authorize the Executive Director to negotiate with Circlepoint, an environmental consultant, to finalize the scope to complete the required work and execute a contract not to exceed \$15,000.

Fiscal Impact:

This environmental consulting services contract for the Jepson Parkway Project are being funded through local funds.

Recommendation:

Authorize the Executive Director to execute a contract amendment to develop a cultural resource monitoring plan for construction of the Phase 1A and 2A Projects in an amount not to exceed \$15,000.



DATE: November 20, 2015
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Express Lanes Project – Construction Administration

Background:

Over the past several years, STA staff has been working in partnership with the Bay Area Infrastructure Financing Authority (BAIFA) and Caltrans to implement the I-80 Express Lanes Project (Red Top Road to I-505). The portion from Red Top Road to Airbase Parkway will be a conversion of existing HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express lanes. STA has taken the lead for the environmental clearance and preliminary engineering (PA/ED phase) for the I-80 Express Lanes. Environmental clearance for the I-80 Express Lanes is expected to be completed by December 31, 2015.

Discussion:

As mentioned above, environmental clearance for the I-80 Express Lanes – Red Top Road to I-505 (Project) is expected to be completed by December 31, 2015. Now that the project is reaching this major milestone, the next step will be to proceed with final design. In order to move forward with final design, it is important to make a decision regarding which agency should take the lead for construction administration, since it has a material effect on the final design process.

STA staff has been in discussions with BAIFA staff regarding construction administration for the Project. In order to implement the Project, both a general civil construction contract and a toll system integration contract will be required. These components necessitate the need for an integrated construction management approach. Based on discussions to date, STA staff recommends that STA, in conjunction with BAIFA, seek approval from Caltrans to administer construction of the Project (Attachment A). The Project would be 100% locally funded by BAIFA, with the implementation of the Project's civil elements completed by STA and the toll system integration contracted through BAIFA.

Fiscal Impact:

The construction of the I-80 Express Lanes project will be 100% funded with BAIFA funds.

Recommendation:

Authorize the Executive Director to send a letter to Caltrans, requesting approval for STA, in conjunction with BAIFA, to provide construction administration for the I-80 Express Lanes project.

Attachment:

- A. STA Letter to Caltrans Request AAA of the I-80 Express Lanes



December 10, 2015

Bijan Sartipi
District Director
California Department of Transportation (Caltrans)
P.O. Box 23660
Oakland, CA 94623-0660

**RE: I-80 Express Lanes Project (Red Top Rd to I-505)
Advertise, Award and Administer Project Construction**

Dear Mr. Sartipi:

The Solano Transportation Authority has been working with the Bay Area Infrastructure Financing Authority (BAIFA) and Caltrans to deliver the I-80 Express Lanes through Solano County, specifically the Red Top Road to I-505 Segment. To implement the Project, both a general civil construction contract and a toll system integration contract will be required. These components necessitate the need for an integrated construction management approach. As such, the STA in conjunction with BAIFA are seeking approval to AAA the Project for construction.

The Project will be 100% locally funded by BAIFA, with the implementation of the Project’s civil elements completed by STA. As with STA’s past practices, we will continue to work closely with Caltrans on the implementation of all aspects of the Project. Further, the Project will utilize Caltrans construction standards and procedures, including Caltrans quality control methods for sampling, testing, frequency testing, independent quality control, quality assurance procedures, source inspection and material acceptance/rejection criteria.

The Project is currently in the final design phase, and could be ready for construction in 2018. Please feel free to contact me at (707) 424-6075 if you have any questions.

Sincerely,

Daryl Halls
STA Executive Director

CC: Bob Finney, Caltrans Deputy District Director, Construction
Dan McElhinney, Caltrans Deputy District Director
Andrew Fremier, BAIFA Deputy Executive Director
Melanie Crotty, BAIFA Director of Operations
Lisa Klein, BAIFA Principal – Express Lanes
Janet Adams, STA Deputy Executive Director



DATE: November 25, 2015
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Annual Audit for Fiscal Year (FY) 2014-15

Background:

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board (GASB) Statement Number 34 and 68, and the Office of Management and Budget (OMB) Circular A-133 (Audits of State, Local Government, and Non-Profit Organizations).

Vavrinek, Trine, Day (VTD) & Co, LLP, a Certified Public Accountant (CPA) firm from Palo Alto, California, is the auditing firm retained by the STA to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue Single Audit Reports. VTD has extensive experience in conducting governmental audits with concentration in transit program and activities in accordance with Government Auditing Standards Board (GASB), the provisions of the Single Audit Act Amendments of 1996, and the OMB Circular A-133.

Discussion:

In October 2015, Vavrinek, Trine, Day & Company, LLP performed their sixth annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted in a thoroughly-prepared audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses. The audit report is formatted to reflect GASB reporting requirements and compliance.

VTD & Company, LLP issued STA's Basic Financial Statements and Single Audit for FY 2014-15 reflected an overall financial position with no reportable deficiencies or material weakness that will adversely affect STA's primary missions. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133. In addition, the report is issued to include STA's compliance to the GASB Statements No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27 and No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*, effective July 1, 2014.

The annual audit for FY 2014-15 is the tenth consecutive fiscal year STA has received an unqualified audit report. This fiscal and administrative requirement is sufficient to ensure that STA funds are used in compliance with all applicable Federal statutory and regulatory provisions, and costs were reasonable and necessary for operating its programs.

Fiscal Impact:

None

Recommendation:

Receive and file STA's Annual Audit for FY 2014-15.

Attachment:

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2015. (Copies have been provided to the STA Board Members under separate enclosure. Copies are available upon request by contacting the STA office at (707) 424-6075.)



DATE: November 23, 2015
TO: STA Board
FROM: Ryan Dodge, Associate Planner
RE: Draft 2015 Solano Travel Safety Plan

Background:

In 2005, the STA updated its original 1998 Solano Travel Safety Plan. Between 2005 and 2015, the 2005 Solano Travel Plan was useful for identifying projects to be funded to improve safety throughout Solano County. Forty-five safety related projects were completed at listed locations in the 2005 plan.

Discussion:

As part of STA staff’s effort to update the 2005 Solano Travel Safety Plan, a Solano Safety Plan Technical Working was convened. The Solano Safety Plan Technical Working Group members are as follows:

<u>Member</u>	<u>Agency</u>
Jason Riley	City of Benicia
Nouae Vue	City of Benicia
Christina Castro	City of Dixon
Garland Wong	City of Fairfield
David Melilli	City of Rio Vista
Nick Lozano	City of Suisun City
Ozzie Hilton	City of Vacaville
Allan Panganiban	City of Vallejo
Nick Burton	County of Solano

The STA formed the Solano Travel Safety Plan Technical Working Group, with representatives from each member agency, to help identify current locations where safety concerns have been identified. The priorities in the Draft Safety Plan have all been determined by member agency staff members.

The 2015 Solano Travel Safety Plan (Plan) addresses safety concerns of all people traveling on public roadways in Solano County. The Plan documents safety-related projects completed since the most recent plan update in 2005, lists locations of current (2015) priority project locations, and proposes changes to improve safety throughout the County. The updated Safety Plan will guide STA when prioritizing funding for plans, programs, and projects in preparation for future funding opportunities that may become available to address safety concerns at various locations throughout Solano County.

The Plan is comprised of four sections: Introduction (Preamble; 1998 and 2005 Solano Travel Safety Plans; 2015 Solano Travel Safety Plan; and Solano County Collision Safety); Projects Completed Since the 2005 Solano Travel Safety Plan; Priority Locations for Safety Project Development; and Next Steps.

STA and member agency staff members met several times individually and as a group in order to update the Plan.

The Solano Safety Plan Technical Working Group last met on November 5, 2015, approved the Draft 2015 Solano Travel Safety Plan, and forwarded the Plan to the STA Technical Advisory Committee (TAC). The STA TAC approved release of the Plan for public comment at its November 18, 2015 meeting. Final approval of the Plan will be requested at the January 13, 2016 STA Board meeting.

Recommendation:

Authorize the Executive Director to release the Draft 2015 Solano Travel Safety Plan for 30-day public comment period.

Attachment:

- A. Draft 2015 Solano Travel Safety Plan



Solano Travel Safety Plan

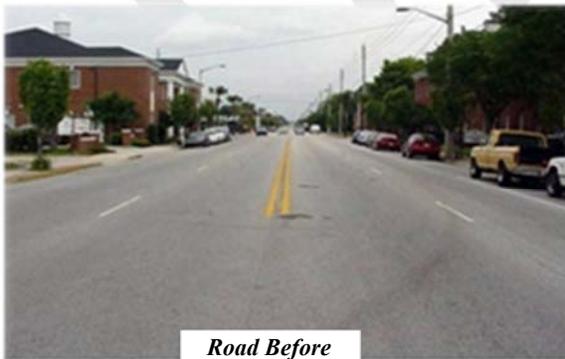
November 25, 2015 (DRAFT)

Solano Transportation Authority (STA)

City of Benicia
City of Dixon
City of Fairfield
City of Rio Vista
City of Suisun City
City of Vacaville
City of Vallejo
County of Solano



Roundabout Example, Federal Highway Administration (FHWA)



Road Before



Road After

Road Diet Example, Federal Highway Administration (FHWA)

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Executive Summary

The Solano Travel Safety Plan (Safety Plan) has been updated by the Solano Transportation Authority (STA) and staff from our member agencies (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the County of Solano). The plan identifies locations where local agencies may potentially implement treatments and/or redesign streets to reduce the frequency and severity of collisions on local streets and roads throughout Solano County. The Safety Plan will guide the STA when prioritizing funding for plans, programs, and projects in the goal to eliminate all fatalities and severe injuries on our roadways.

The Safety Plan documents work completed since the last Solano Travel Safety Plan was updated in 2005, and sets new priorities to actively secure funding to implement new safety projects.

Each year over the last 10 years (2005-2014) on all roads in Solano County an average of over 2,500 people were injured in over 4,700 collisions. On local roads alone, each year an average of over 1,350 people were injured in nearly 2,500 collisions. Motor vehicle collision victims and their families, their employers, and society at large are affected in a number of ways: directly by injuries, lost work time and the cost of vehicle repair or replacement; and indirectly through traffic congestion, environmental damage and emotional distress. It is to help alleviate or eliminate these impacts that STA and its member agencies are updating this plan.

1. Introduction

This 2015 Solano Travel Safety Plan (Safety Plan) addresses the safety of all people traveling on local streets and roads in Solano County, roads which are under member agency control. The California Department of Transportation (Caltrans) owns and operates Interstate Routes 80, 505, 680, and 780, and State Routes 12, 29 (Sonoma Boulevard), 37, 84 (River Road), 113 (1st Street), and 128. The Solano County Sheriff's Office enforces traffic laws and responds to reported traffic collisions in the unincorporated areas of Solano County while local police departments cover their respective cities.

The Safety Plan documents 45 safety-related projects completed since the most recent plan update in 2005, lists 76 locations of current (2015) priority project locations, and proposes next steps in improving safety throughout the County. The Safety Plan will guide STA in preparation for future funding opportunities that may become available to address various locations throughout Solano County where local agencies may potentially implement treatments and/or redesign streets to reduce the frequency and severity of collisions.

For the purposes of the 2015 Solano Travel Safety Plan, the term safety is defined to include incidents on the public roadway system that result in physical harm, property damage or environmental damage for all system users such as pedestrians, bicyclists, transit riders, motorists, and commercial vehicle operators¹. The Solano Travel Safety Plan does not address incidents on private property, or those involving air, rail or water transportation.

1998 and 2005 Solano Travel Safety Plans

STA adopted its first Solano Travel Safety Plan in 1998. In 2005, the STA updated the 1998 Solano Travel Safety Plan. The 2005 Solano Travel Safety Plan utilized reported collision data between 1998 and 2004 to determine motor vehicle crash rates for 63 local intersections (per million entering vehicles); collision rates for 13 state and interstate roadway segments (per million vehicle miles), including types of collisions (sideswipe, rear end, and fixed object); bicycle and pedestrian crash rates (per 1,000 population); recently completed or funded but not-yet-completed projects at the 63 local intersections; safety-related projects on state and interstate roadways; continuous California Highway Patrol (CHP) enforcement programs; and potential funding sources for future safety-related projects.

Between 2005 and 2015, the 2005 Solano Travel Plan was used to identify and help fund projects to improve safety throughout Solano County.

2015 Solano Travel Safety Plan

The 2015 Solano Travel Safety Plan departs from the methodology used in the 2005 Solano Travel Safety Plan primarily due to a lack of recent and comprehensive motor vehicle volume count data, which is required for determining collision rates. Instead, this plan utilizes the engineering judgement and collected data of local agency staff members and incorporates reported collision data from state resources to identify locations included in this Safety Plan.

¹ Washington, S., Meyer, M., van Schalkwyk, I., Dumbaugh, E., Mitra, S., & Zoll, M. (2006). *Guidance: Incorporating Safety into Long-Range Transportation Planning*. National Cooperative Highway Research Program: NCHRP 8-44

Solano County Collision Safety

Motor vehicle collision victims and their families, their employers, and society at large are affected in a number of ways: directly, by injuries, lost work time and the cost of vehicle repair or replacement, and indirectly through traffic congestion, environmental damage and emotional distress. It is to help alleviate or eliminate these impacts that STA and its member agencies are updating this plan.

Financial Impact

Every year in Solano County dozens of people are killed and thousands of people are injured in reported vehicle collisions. That is not the entire picture, as it is estimated that over half of all non-injury crashes and about a quarter of all non-fatal injury crashes are not reported to police². Even if an individual has not directly been injured by a traffic collision, every person has a one in 112 odds of being involved in a fatal collision in their lifetime³. Statistics show that a person is three times more likely to be involved in a fatal collision than being assaulted with a firearm³.

Using the methodology introduced in National Highway Traffic Safety Administration's (NHTSA) "The Economic and Societal Impact of Motor Vehicle Crashes"², the estimated economic costs of all reported motor vehicle collisions in Solano County were estimated to be \$150 million in 2014 (in 2010 dollar values). The economic cost for collisions on local roads only is estimated to be \$78 million in 2014 (in 2010 dollar values). Society at large or people not directly involved in car crashes paid over three quarters of the cost primarily through insurance premiums, travel delay, fuel usage, and taxes. Figure 1 below highlights the estimated economic impact of motor vehicle collisions in Solano County between 2005 and 2014.

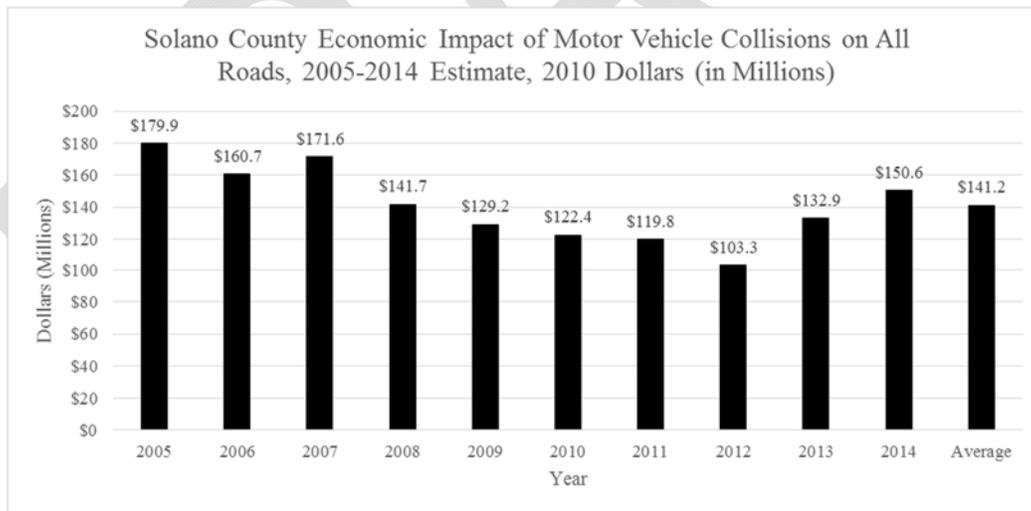


Figure 1. Solano County Economic Impact of Motor Vehicle Collisions on All Roads, 2005-2014 Estimate, 2010 Dollars (in Millions)^{2,4}

² Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). *The economic and societal impact of motor vehicle crashes, 2010. (Revised)* (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration.

³ National Safety Council, Odds of Dying. Retrieved October 5, 2015 from <http://www.nsc.org/act/events/Pages/Odds-of-Dying-2015.aspx>

⁴ California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS), retrieved August 18, 2015 (years 2005-2009) and September 16, 2015 (years 2010-2014)

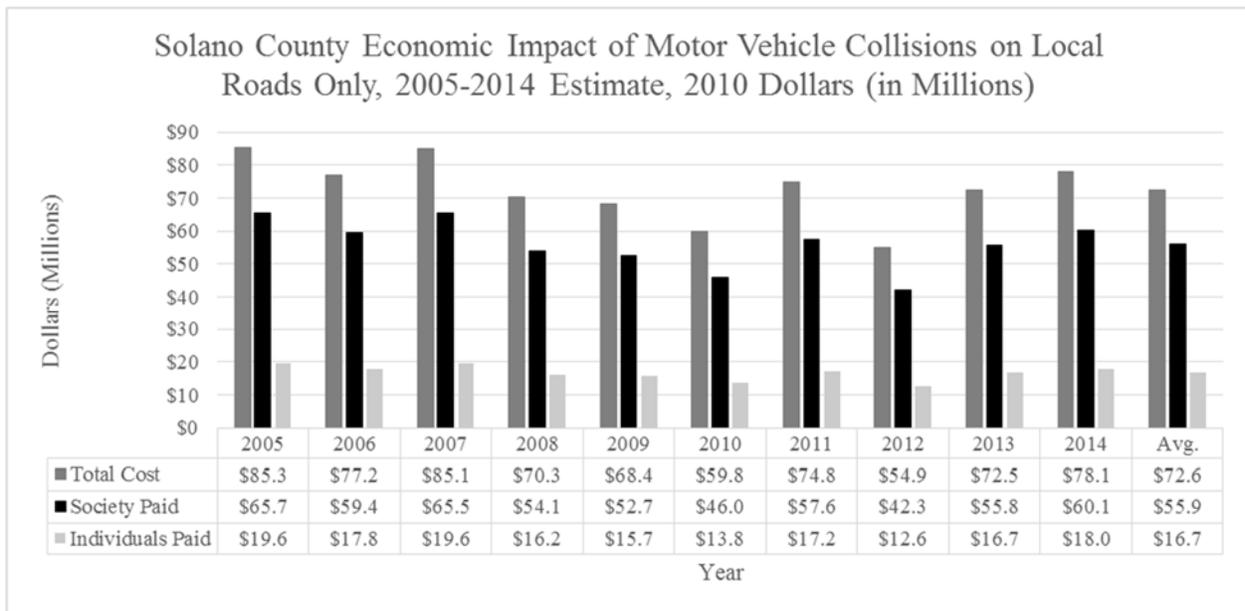


Figure 2. Solano County Economic Impact of Motor Vehicle Collisions on Local Roads Only, 2005-2014 Estimate, 2010 Dollars (in Millions)^{2,4}

Vehicle Hours of Delay

Vehicle collisions not only have a financial impact, they also contribute to time delay due to congestion on our roadways. Motor vehicle crashes result in significant time delays to other motorists who are inconvenienced by lane closures, police, fire, or emergency services activity, detours, and general traffic slowdowns resulting from rubbernecking and chain reaction braking. This results in a significant time penalty for those affected, which can be valued based on wage rates and the value people place on their free time². In addition, it is not uncommon to have additional crashes in the traffic backed up behind the initial incident.

Environmental

Traffic crashes also result in wasted fuel, and therefore increased greenhouse gas production, and increased pollution as engines idle while drivers are caught in traffic jams and slowdowns. These impacts affect drivers' transportation costs and negatively impact the health and economic welfare of Solano County and the Nation². Crashes can also spill fuel or other fluids into the environment, and can cause vegetation fires.

Solano County Collision Trend

Figure 3 below highlights Solano County's fatality collision rate from data retrieved from the Statewide Integrated Traffic Records System (SWITRS). Solano County's highest fatal collision rate occurred in 2005 with a steady trend through 2007. A small dip in the trend occurred between 2008 and 2012. In more recent years, the fatal and severe collisions have started to increase closer to the collision rates reported in 2005 and 2006.

² Blincoc, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). *The economic and societal impact of motor vehicle crashes, 2010. (Revised)* (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration.

⁴ California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS), retrieved August 18, 2015 (years 2005-2009) and September 16, 2015 (years 2010-2014)

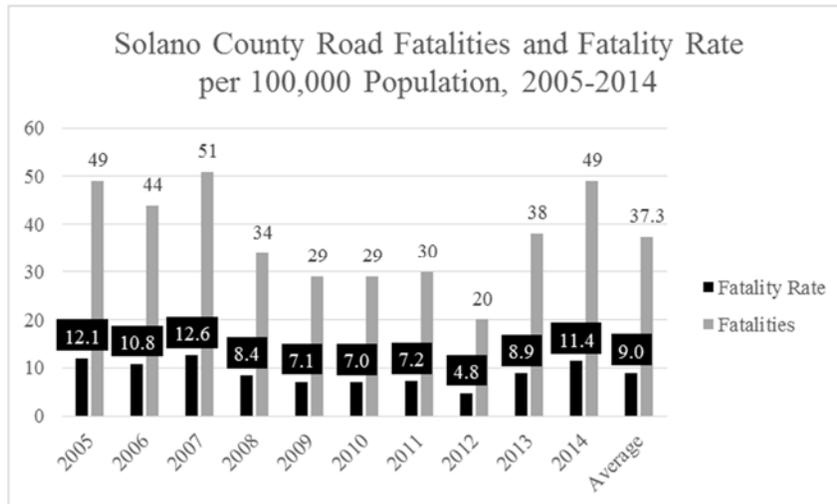


Figure 3. Solano County Road Fatalities and Fatality Rate per 100,000 Population, 2005-2014⁴

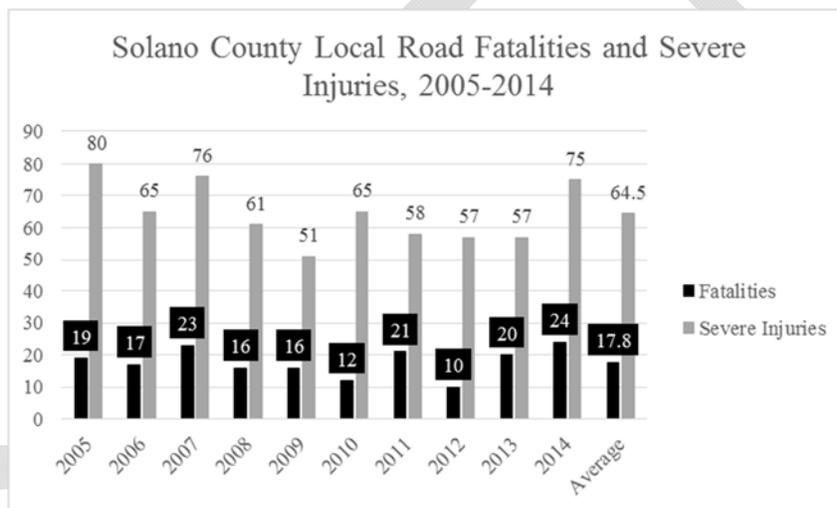


Figure 4. Solano County Local Road Fatalities and Severe Injuries, 2005-2014⁴

The fatality rate in Solano County varies by year but averaged 9 deaths per 100,000 population for the last 10 years^{4,5}. For comparison purposes, between 2009 and 2013, Solano County's average fatality rate of 7 was the same rate for the average combined rate of the four adjacent counties (Contra Costa, Napa, Sacramento, and Yolo Counties)^{4,5}. In 2013 (the most recent year of data) the United States fatality rate was 10.35⁶ and California's fatality rate was 7.83⁸.

⁴ California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS), retrieved August 18, 2015 (years 2005-2009) and September 16, 2015 (years 2010-2014)

⁵ Population figures used for calculations, retrieved using Google which cites United States Census Bureau as one of the sources.

⁶ National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS), retrieved October 8, 2015 from <http://www-fars.nhtsa.dot.gov/Main/index.aspx>

⁷ California Office of Traffic Safety (OTS) California Traffic Safety Quick Facts, retrieved October 6, 2015 from http://www.ots.ca.gov/OTS_and_Traffic_Safety/Score_Card.asp

⁸ National Highway Traffic Safety Administration (NHTSA), National Center for Statistics and Analysis, 2013 Traffic Safety Fact Sheet "State Traffic Data", retrieved November 23, 2015 from <http://www-nrd.nhtsa.dot.gov/PUBS/812196.pdf>

Auto collisions are not accidents that just happen randomly without cause. The precise time and location cannot be predicted, but we know:

1. drivers may make poor choices while driving (speeding and otherwise not obeying traffic laws and signs/signals, using cell phones/in-car media dashboards, or drinking and driving);
2. the design of our roadways and adjacent land uses influence how we travel (whether we walk, bike, drive, or ride transit, or whether or not we speed while driving);
3. equipment we use to travel may fail us (brakes failing or tire blowouts); and,
4. the environment sometimes makes it more difficult (heavy rain, rising or setting sun).

Most of these issues can be addressed, and the underlying causes can be prevented. The good news is that motor vehicle collisions can be prevented if there is adequate funding and resources, which may allow the collection, management, and analysis of data required to perform advanced road safety analysis.

DRAFT

2. Projects Completed Since the 2005 Solano Travel Safety Plan

The 2005 Solano Travel Safety Plan listed 63 intersections throughout Solano County as well as various other locations that were determined to have safety-related problems. The table below summarizes changes made to 45 locations since 2005 that were listed the 2005 plan.

Projects completed since 2005 at locations listed in the 2005 Solano Travel Safety Plan:

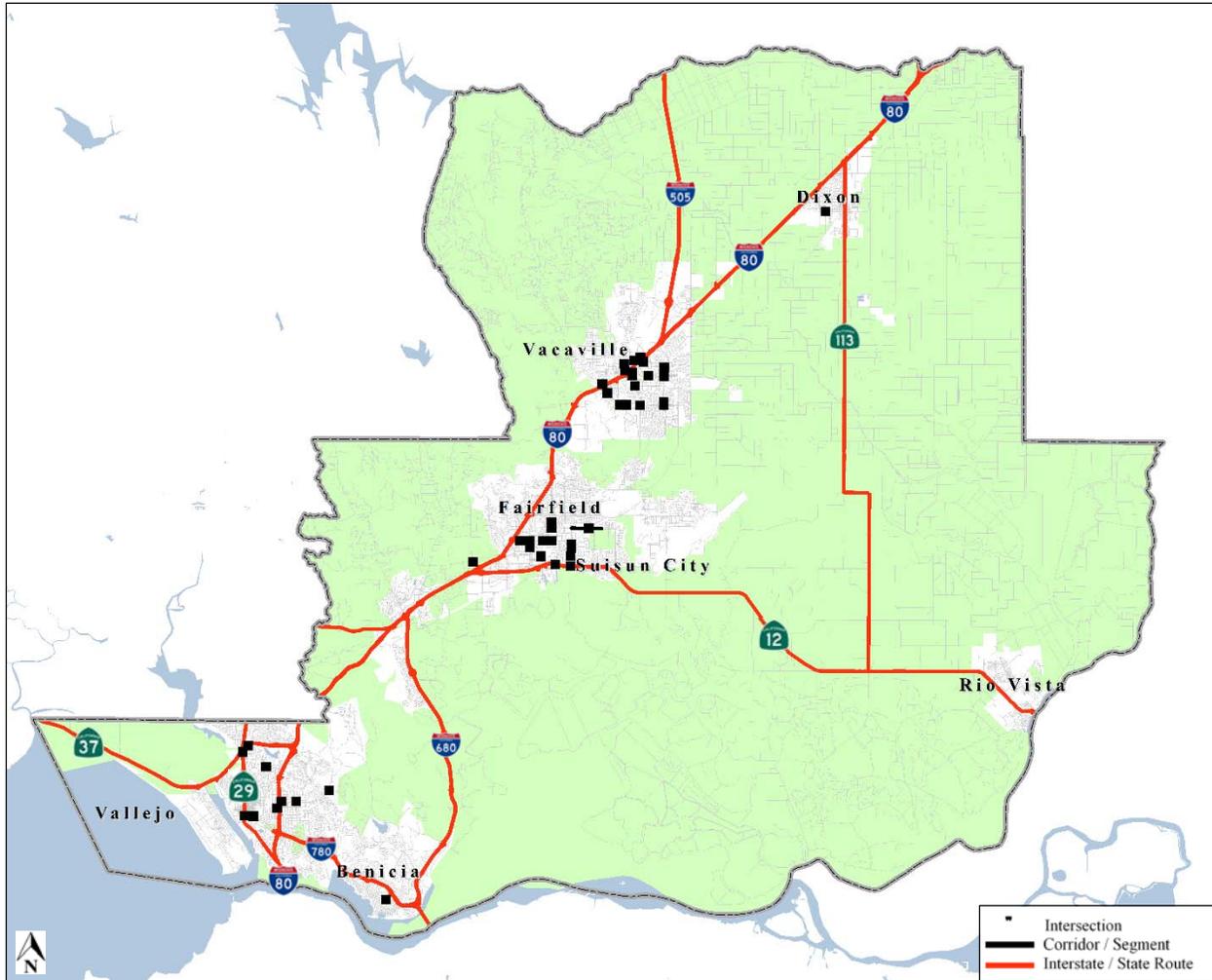
ID	AGENCY	LOCATION	(YEAR OF CHANGE) CHANGES SINCE 2005
1	City of Benicia	East 2nd Street at Military East	(2012) Pedestrian activated flashing no-right-turn sign for motor vehicles installed to allow pedestrians to more safely cross the roadway
2	City of Dixon	Lincoln Street at West A Street	(2008) STOP signs installed, stopping West A Street; crosswalks installed on the north and south legs, crossing Lincoln Street
3	City of Fairfield	Clay Bank Road at East Tabor Avenue	All way STOP signs installed on East Tabor Avenue, at Clay Bank Road as an interim measure. Intersection meets traffic signal warrants
4	City of Fairfield	East Tabor Avenue	Radar speed display signs were installed fronting Grange Middle School and along East Tabor Avenue, intersecting Tolenas Road for Tolenas Elementary (located in Solano County)
5	City of Fairfield	East Tabor Avenue at North Texas Street	Traffic signals retimed on North Texas Street
6	City of Fairfield	Gateway Boulevard at Travis Boulevard	Red light cameras installed and later removed; Traffic signals retimed
7	City of Fairfield	Jefferson Street at Texas Street	Traffic signals retimed
8	City of Fairfield	North Texas Street at Pacific Avenue	Traffic signals retimed
9	City of Fairfield	North Texas Street at Travis Boulevard	Median islands and additional channelization installed
10	City of Fairfield	Pennsylvania Avenue at Travis Boulevard	Traffic signals retimed
11	City of Fairfield	Pennsylvania Avenue at Utah Street	Signal modified to include protected left-turn phases on Pennsylvania Avenue
12	City of Fairfield	Travis Boulevard at Union Avenue	Right-turn lanes installed for eastbound and northbound traffic
13	City of Suisun City	CA-12 at Marina Boulevard	(2015) Traffic signal changes: permitted phasing changed to split phasing (northbound and southbound approaches); upgraded traffic signal poles and mast arms (northeast and southwest corners); additional traffic signal heads installed
14	City of Suisun City	CA-12 at Sunset Avenue	(2015) Traffic signal timing updated for morning, mid-day, and afternoon peak periods along Sunset Avenue
15	City of Suisun City	Pintail Drive at Sunset Avenue	(2015) Traffic signal timing updated for morning, mid-day, and afternoon peak periods along Sunset Avenue

Projects completed since 2005 at locations listed in the 2005 Solano Travel Safety Plan continued:

ID	AGENCY	LOCATION	(YEAR OF CHANGE) CHANGES SINCE 2005
16	City of Suisun City	Railroad Avenue East at Sunset Avenue	(2009) Traffic signal installed; (2015) Traffic signal timing updated for morning, mid-day, and afternoon peak periods along Sunset Avenue
17	City of Suisun City	Railroad Avenue West at Sunset Avenue	(2009) Traffic signal modified; (2015) Traffic signal timing updated for morning, mid-day, and afternoon peak periods along Sunset Avenue
18	City of Vacaville	Alamo Drive at Alamo Lane	(2009) Roadway asphalt concrete (AC) overlay; signs and markings update
19	City of Vacaville	Alamo Drive at Mariposa Avenue	(2009) Roadway asphalt concrete (AC) overlay; signs and markings update
20	City of Vacaville	Alamo Drive at Marshall Road	(2009) Roadway asphalt concrete (AC) overlay; signs and markings update
21	City of Vacaville	Alamo Drive at Merchant Street	(2011) Roadway asphalt concrete (AC) overlay; signs and markings update
22	City of Vacaville	Alamo Drive at Nut Tree Road	(2012) Roadway asphalt concrete (AC) overlay; signs and markings update
23	City of Vacaville	Alamo Drive at Peabody Road	(2009) Roadway asphalt concrete (AC) overlay; signs and markings update
24	City of Vacaville	Allison Drive at East Monte Vista Avenue	(2014) Roadway asphalt concrete (AC) overlay; signs and markings update
25	City of Vacaville	Allison Drive at Elmira Road	(2009) Roadway asphalt concrete (AC) overlay; signs and markings update
26	City of Vacaville	Allison Drive at Nut Tree Road	(2014) Roadway asphalt concrete (AC) overlay; signs and markings update
27	City of Vacaville	Callen Street at East Monte Vista Avenue	(2005) Roadway slurry seal; signs and markings update
28	City of Vacaville	Cliffside Drive at Peabody Road	(2012) Roadway asphalt concrete (AC) overlay; signs and markings update
29	City of Vacaville	Depot Street at Mason Street	(2014) Roadway asphalt concrete (AC) overlay; signs and markings update
30	City of Vacaville	East Monte Vista Avenue at Depot Street / Markham Avenue	(2011) Roadway asphalt concrete (AC) overlay; signs and markings update
31	City of Vacaville	Elmira Road at Nut Tree Road	(2012) Roadway asphalt concrete (AC) overlay; signs and markings update
32	City of Vacaville	Elmira Road at Peabody Road	(2012) Roadway asphalt concrete (AC) overlay; signs and markings update
33	City of Vacaville	Fairview Drive at Nut Tree Road	(2005) Roadway asphalt concrete (AC) overlay; signs and markings update
34	City of Vacaville	Marshal Road at Peabody Road	(2009) Peabody & Marshall Safety Improvements; (2012) Roadway asphalt concrete (AC) overlay; signs and markings update
35	City of Vacaville	Nut Tree Road at Ulatris Drive	(2006) Roadway asphalt concrete (AC) overlay; signs and markings update

Projects completed since 2005 at locations listed in the 2005 Solano Travel Safety Plan continued:

ID	AGENCY	LOCATION	(YEAR OF CHANGE) CHANGES SINCE 2005
36	City of Vallejo	Admiral Callaghan Lane at Tennessee Street	Left-turn pockets with raised medians installed for all approaches; roadway repaved
37	City of Vallejo	Alameda Street at Georgia Street	Road diet implemented (Georgia Street); Designated lane movements striped (Alameda Street)
38	City of Vallejo	Broadway Street at CA-37 / Marine World	(2005) Overpass installed over Broadway Street (Caltrans State Route 37 Improvement Project)
39	City of Vallejo	CA-29 / Sonoma Boulevard at CA-37 / Marine World	(2005) Overpass installed over CA-29 / Sonoma Boulevard (Caltrans State Route 37 Improvement Project)
40	City of Vallejo	CA-29 / Sonoma Boulevard at Georgia Street	Traffic signal modified; left-turn pockets installed (Georgia Street)
41	City of Vallejo	Columbus Parkway at Lake Herman Road	Roadway widened to four travel lanes with turning lanes at controlled intersections (Columbus Parkway from CA-37 / I-80 to Springs Road)
42	City of Vallejo	Mariposa Street at Solano Avenue	Median installed at eastbound Solano Avenue; left-turn lanes striped for all approaches
43	City of Vallejo	Oakwood Avenue at Tennessee Street	Left-turn lanes striped for all approaches; (2010) roadway repaved
44	City of Vallejo	Sereno Drive at Tuolumne Street	Left-turn lanes and traffic signals installed (Tuolumne Street)
45	County of Solano	Abernathy Road at Rockville Road	(2006) Roundabout installed

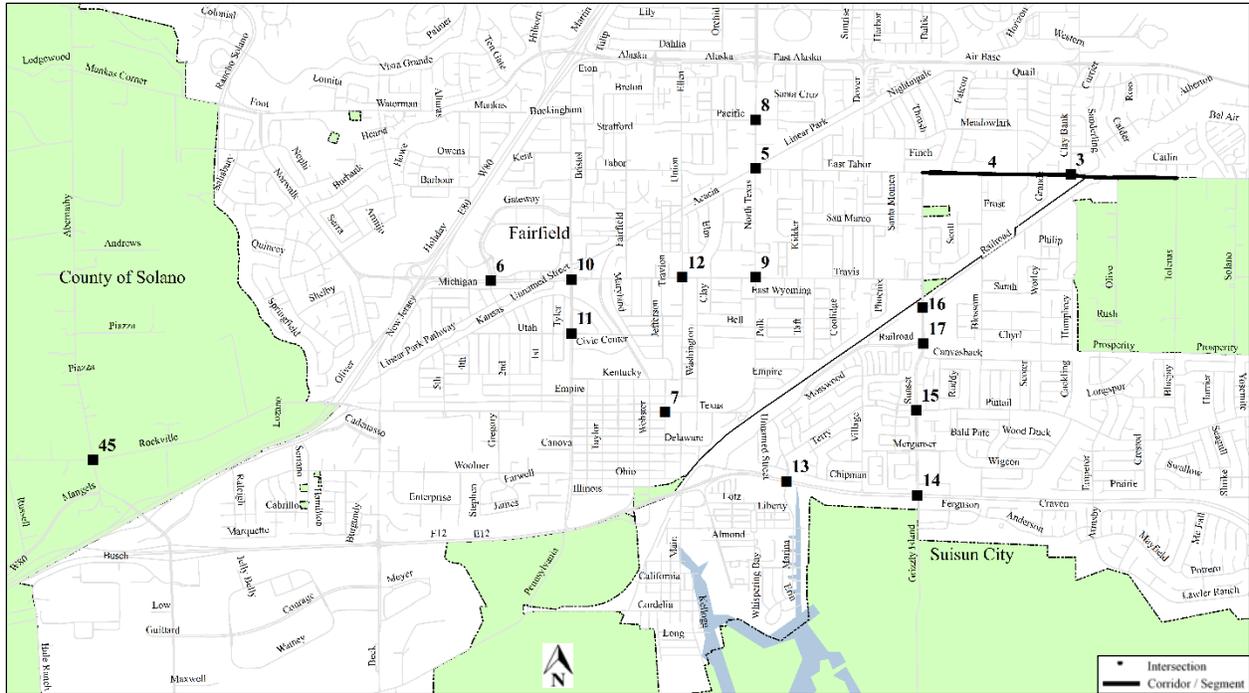


Map 1. Overview Map of All Projects Completed Since the 2005 Solano Travel Safety Plan



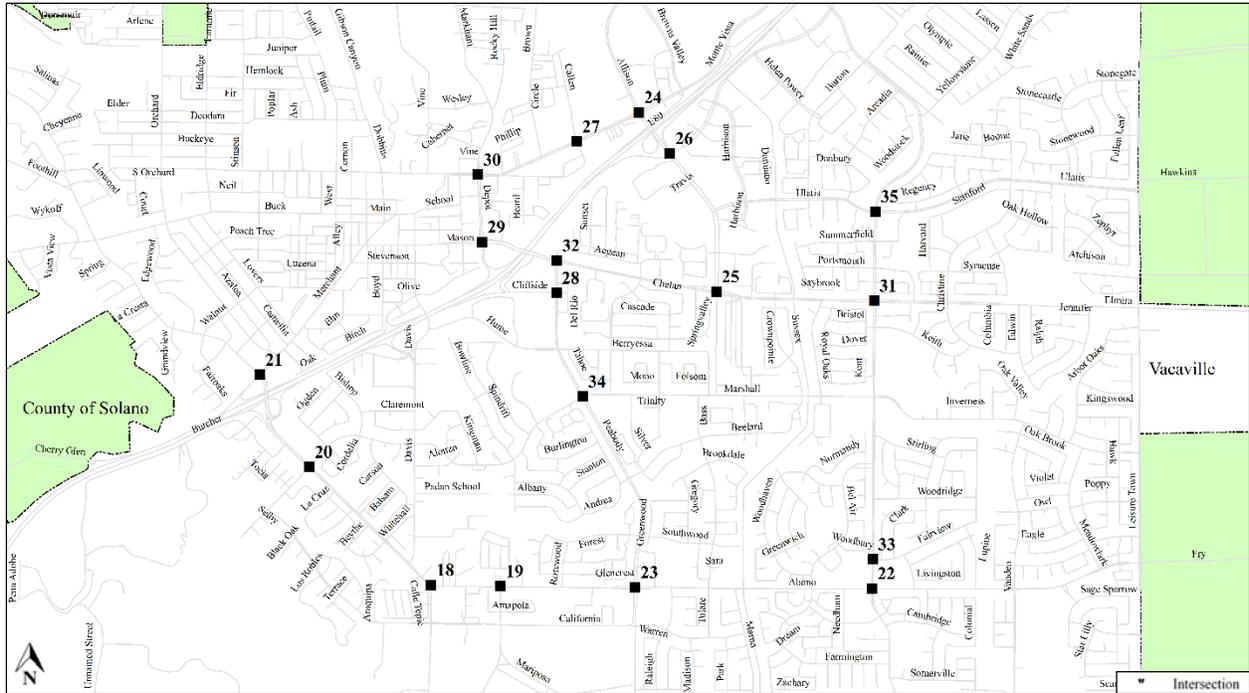
Map 2. Project Completed Since the 2005 Solano Travel Safety Plan, City of Benicia

ID	AGENCY	LOCATION
1	City of Benicia	East 2nd Street at Military East



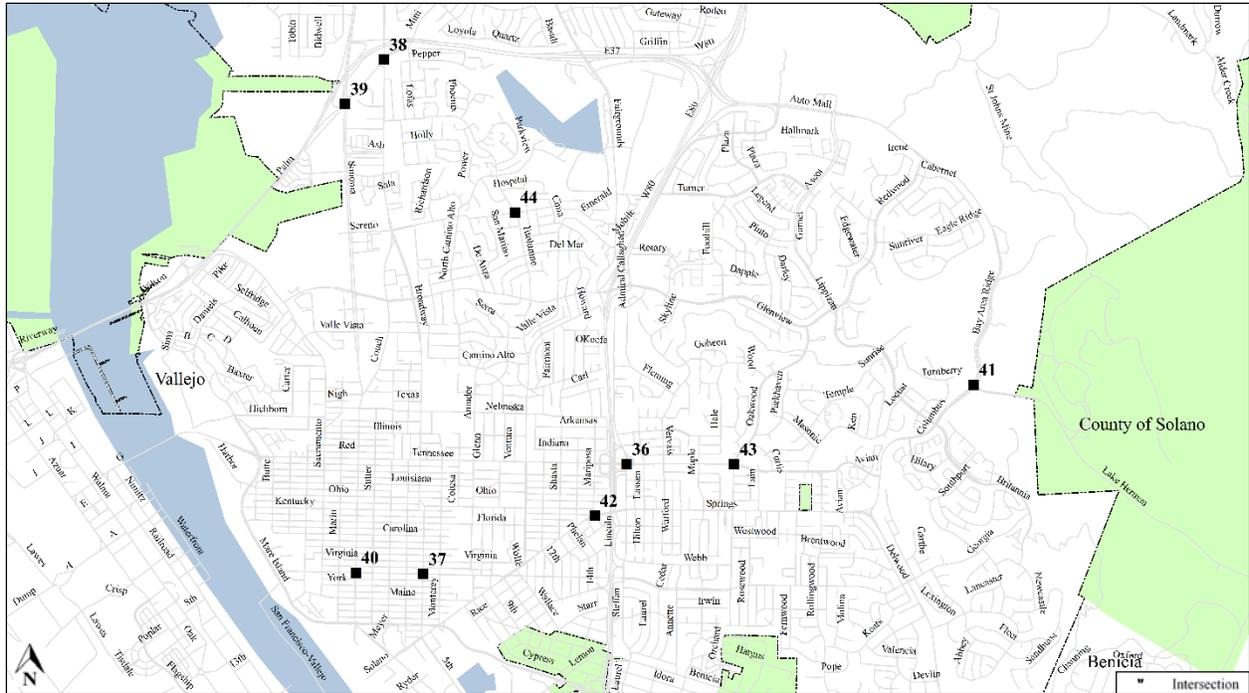
Map 4. Projects Completed Since the 2005 Solano Travel Safety Plan, City of Fairfield, City of Suisun City, and County of Solano

ID	AGENCY	LOCATION
3	City of Fairfield	Clay Bank Road at East Tabor Avenue
4	City of Fairfield	East Tabor Avenue
5	City of Fairfield	East Tabor Avenue at North Texas Street
6	City of Fairfield	Gateway Boulevard at Travis Boulevard
7	City of Fairfield	Jefferson Street at Texas Street
8	City of Fairfield	North Texas Street at Pacific Avenue
9	City of Fairfield	North Texas Street at Travis Boulevard
10	City of Fairfield	Pennsylvania Avenue at Travis Boulevard
11	City of Fairfield	Pennsylvania Avenue at Utah Street
12	City of Fairfield	Travis Boulevard at Union Avenue
13	City of Suisun City	CA-12 at Marina Boulevard
14	City of Suisun City	CA-12 at Sunset Avenue
15	City of Suisun City	Pintail Drive at Sunset Avenue
16	City of Suisun City	Railroad Avenue East at Sunset Avenue
17	City of Suisun City	Railroad Avenue West at Sunset Avenue
45	County of Solano	Abernathy Road at Rockville Road



Map 5. Projects Completed Since the 2005 Solano Travel Safety Plan, City of Vacaville

ID	AGENCY	LOCATION
18	City of Vacaville	Alamo Drive at Alamo Lane
19	City of Vacaville	Alamo Drive at Mariposa Avenue
20	City of Vacaville	Alamo Drive at Marshall Road
21	City of Vacaville	Alamo Drive at Merchant Street
22	City of Vacaville	Alamo Drive at Nut Tree Road
23	City of Vacaville	Alamo Drive at Peabody Road
24	City of Vacaville	Allison Drive at East Monte Vista Avenue
25	City of Vacaville	Allison Drive at Elmira Road
26	City of Vacaville	Allison Drive at Nut Tree Road
27	City of Vacaville	Callen Street at East Monte Vista Avenue
28	City of Vacaville	Cliffside Drive at Peabody Road
29	City of Vacaville	Depot Street at Mason Street
30	City of Vacaville	East Monte Vista Avenue at Depot Street / Markham Avenue
31	City of Vacaville	Elmira Road at Nut Tree Road
32	City of Vacaville	Elmira Road at Peabody Road
33	City of Vacaville	Fairview Drive at Nut Tree Road
34	City of Vacaville	Marshal Road at Peabody Road
35	City of Vacaville	Nut Tree Road at Ulatis Drive



Map 6. Projects Completed Since the 2005 Solano Travel Safety Plan, City of Vallejo

ID	AGENCY	LOCATION
36	City of Vallejo	Admiral Callaghan Lane at Tennessee Street
37	City of Vallejo	Alameda Street at Georgia Street
38	City of Vallejo	Broadway Street at CA-37 / Marine World
39	City of Vallejo	CA-29 / Sonoma Boulevard at CA-37 / Marine World
40	City of Vallejo	CA-29 / Sonoma Boulevard at Georgia Street
41	City of Vallejo	Columbus Parkway at Lake Herman Road
42	City of Vallejo	Mariposa Street at Solano Avenue
43	City of Vallejo	Oakwood Avenue at Tennessee Street
44	City of Vallejo	Sereno Drive at Tuolumne Street

3. Priority Locations for Safety Project Development

The 2015 Solano Travel Safety Plan includes 76 locations throughout Solano County that have been identified by local agencies as locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions. This section includes the safety analysis performed for each location, proposed changes to locations, and general planning-level cost estimates for the proposed changes.

Locations were identified by the Solano Travel Safety Plan Technical Working Group members using multiple sources of information. Contact member agencies directly for additional information.

DRAFT

City of Benicia

Agency's Processes and Procedures for Identifying Locations

The City of Benicia typically relies on citizens or the City Council to notify City staff of any locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions on Benicia's roadways. Traffic safety issues are also brought up through the Traffic Pedestrian and Bicycle Safety (TPBS) Committee which meets quarterly.

City of Benicia priority locations:

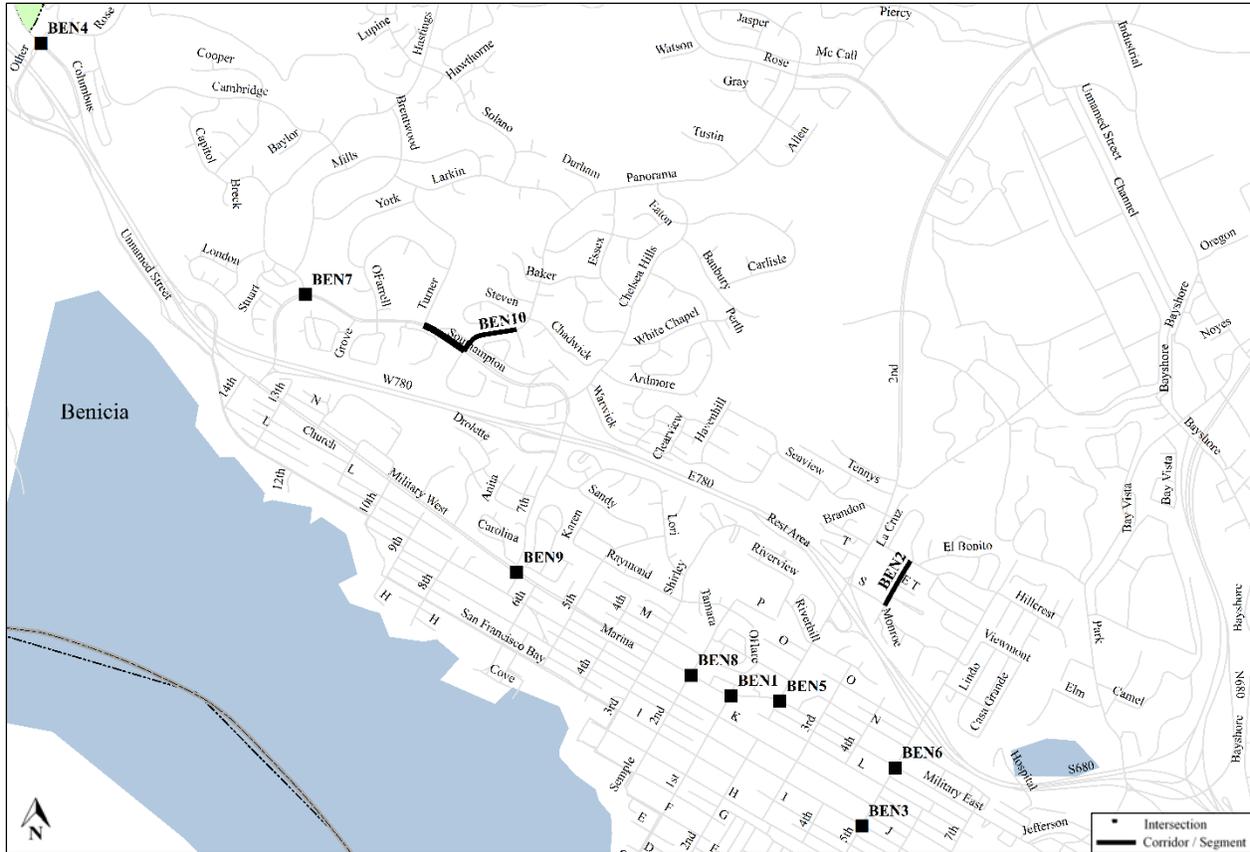
ID	LOCATION_DETAIL	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
BEN1	1st Street at Military	Pedestrian crossing safety	Further detailed analysis needed to determine mitigations	\$
BEN2	3rd Street, from East S Street to Hillcrest Avenue (Robert Semple Elementary School)	Narrow sidewalks and lack of sidewalk in some areas	Widen sidewalks and install new sidewalks where needed	\$
BEN3	5th Street at East J Street (St. Dominic's School)	Pedestrian crossing safety at uncontrolled crosswalk.	Install pedestrian-actuated flashing beacon to aid safe crossing.	\$
BEN4	Columbus Parkway at Rose Drive	Unprotected turn phases; High traffic volumes with few gaps for left-turning vehicles	Conduct traffic study; construct traffic signal improvements	\$
BEN5	East 2nd Street at Military East	Pedestrian crossing safety; high turn volumes	Further detailed analysis needed to determine mitigations	\$
BEN6	East 5th Street at Military East	Unprotected turn phases; thru vehicles pass turning vehicles within intersection on all approaches	Conduct traffic study; construct traffic signal improvements	\$\$
BEN7	Hastings Drive at Southampton Road	Pedestrian crossing safety; high speed curve	Further detailed analysis needed to determine mitigations	\$
BEN8	Military West at West 2nd Street	Pedestrian crossing safety; vehicle sight distance	Further detailed analysis needed to determine mitigations	\$
BEN9	Military West at West 7th Street	Substandard intersection geometry	Phase 1 – Construct traffic signal improvements; add left-turn phases on Military West Phase 2 – Conduct traffic study and construct a roundabout	Phase 1 - \$ Phase 2 - \$\$\$
BEN10	Southampton Road / Turner Road, from James Court to Panorama Drive (Benicia Middle School)	Narrow sidewalks and lack of sidewalk in some areas	Widen sidewalks and install new sidewalks where needed	\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000



Map 7. City of Benicia Priority Locations for Safety Project Development

ID	LOCATION
BEN1	1st Street at Military
BEN2	3rd Street, from East S Street to Hillcrest Avenue (Robert Semple Elementary School)
BEN3	5th Street at East J Street (St. Dominic's School)
BEN4	Columbus Parkway at Rose Drive
BEN5	East 2nd Street at Military East
BEN6	East 5th Street at Military East
BEN7	Hastings Drive at Southampton Road
BEN8	Military West at West 2nd Street
BEN9	Military West at West 7th Street
BEN10	Southampton Road / Turner Road, from James Court to Panorama Drive (Benicia Middle School)

City of Dixon

Agency's Processes and Procedures for Identifying Locations

The City of Dixon typically relies on citizens to report to city staff of any locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions on Dixon's roadways. City staff review requests and make recommendations based on the City of Dixon Resolution 98-36 (Yield and Stop Sign Policy and Warrants) and the most recent version of the California Manual on Uniform Traffic Control Devices (MUTCD). Staff recommendations are then presented to the City of Dixon Transportation Advisory Commission (TAC), formed in 2004, which "shall act as an advisory body to the City Council in all matters relating to traffic, transportation and transit as shall be referred to it."

City of Dixon priority locations:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
DXN1	1st Street / CA-113 railroad track crossing, from East C Street to East E Street	1st Street is a skewed crossing with high auto traffic and moderate train volume where 2 of the 3 collisions that have occurred since 1976 have involved pedestrians. The grade crossing separates a nearby school from a mainly residential area and a school crossing exists just south of the crossing. 1st street grade crossing currently has no sidewalk or pedestrian improvements, which would be recommended at this crossing based on collision data and the speed of trains (70 mph) as they move over the crossing.	Install gates and improve sidewalk.	\$
DXN2	1st Street / CA-113, from A Street to Parkway Boulevard	Primary route to and from Dixon High School with multiple modes (bicycle, pedestrian, motor vehicle, and large trucks) for different trip purposes (school, work, residential, local land-use access, and pass through) on high speed (45-mph posted) urban/suburban arterial. Multiple intersections along corridor.	Install signal or lighted crosswalk.	\$\$
DXN3	I-80 On and Off Ramps at CA-113	Motor vehicles with varying speeds, lane changes, and turning movements have been observed for traffic exiting and approaching I-80.	Install signal and widen overcrossing.	\$\$\$
DXN4	I-80 On and Off Ramps at Dixon Avenue / West A Street	Motor vehicles with varying speeds, lane changes, and turning movements have been observed for traffic exiting and approaching I-80.	Install signal and widen overcrossing.	\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Dixon priority locations continued:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
DXN5	I-80 On and Off Ramps at Pitt School Road	Motor vehicles with varying speeds, lane changes, and turning movements have been observed for traffic exiting and approaching I-80.	Install signal and widen overcrossing.	\$\$\$
DXN6	Pedrick Road railroad crossing, north of Vaughn Street	Pedrick Road Crossing is a crossing that is recommended for monitoring. It is a skewed crossing with moderate daily auto traffic and fairly low train volume. It is used primarily by locals as a side street and is used heavily by trucks during the harvest months, which makes for a large seasonal peak in traffic that is not necessarily shown in the average daily traffic (ADT) counts. Because of this, it is recommended that more current traffic data be determined including vehicle mix. The crossing has had past issues with drive-arounds and currently has no medians. If peak traffic levels and vehicle usage show that this crossing is a high risk crossing, the crossing should be reevaluated for further improvements, including the installation of medians.	Vaughn Road improvements will eliminate the vehicle traffic between Pedrick Road and Vaughn Road to bypass two railroad crossings	\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

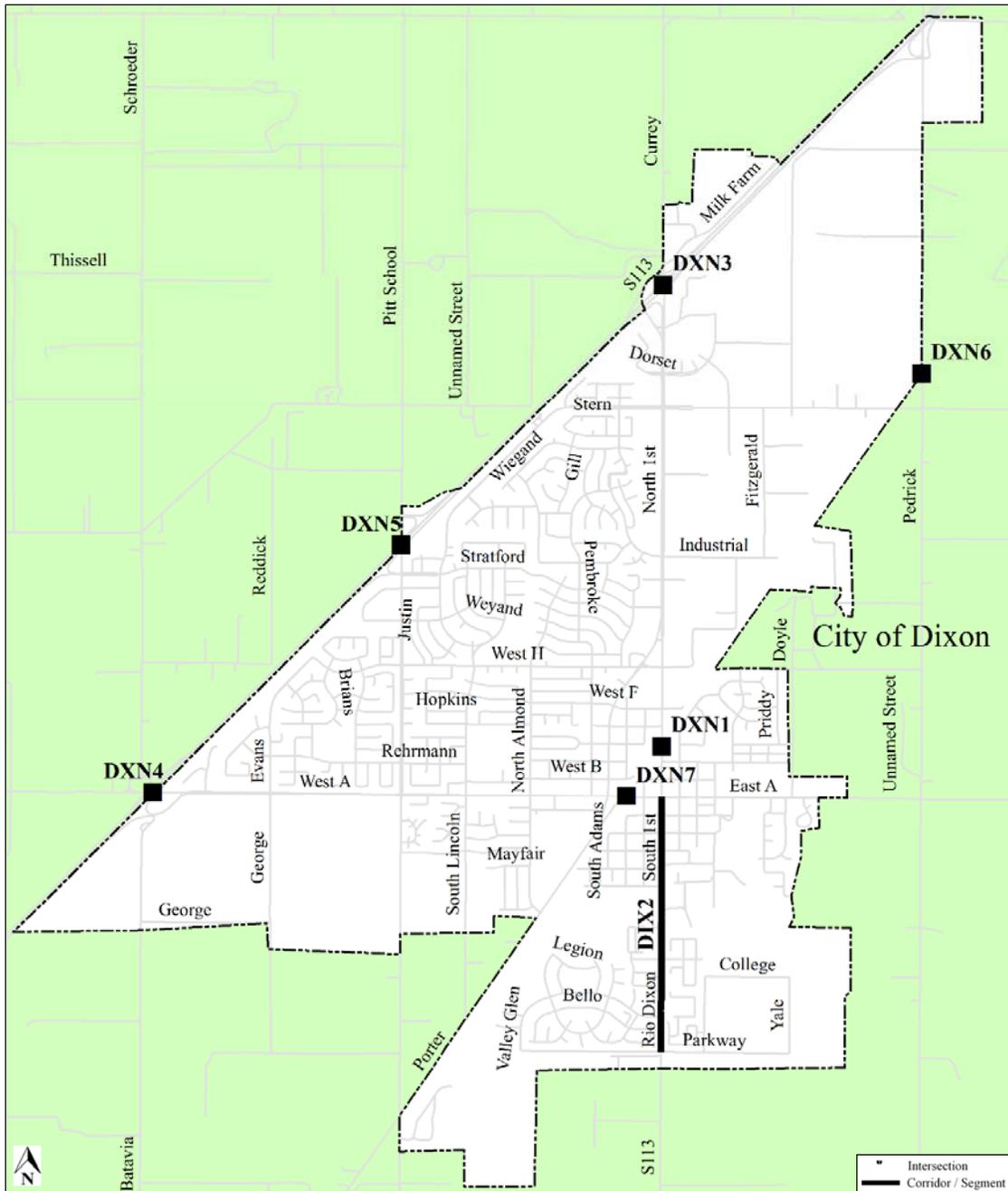
\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Dixon priority locations continued:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
DXN7	West A Street railroad crossing, from North Adams Street / Porter Street to North Jackson Street / South Jackson Street	A Street has been a crossing of concern since the 2011 Final Rail Crossing Inventory was written. While there are few recent collisions at the crossing, eastbound queuing is a significant issue and traffic counts are high enough that it is a good candidate for a queue cutter traffic signal. A Street has also been a candidate for a grade separation per the 2011 Final Rail Crossing Inventory. While a grade crossing would eliminate the queuing issue, until the grade separation is complete, queuing will still be an issue. The crossing may also be impacted such that the crossing will have lower peak traffic levels and therefore less queuing once the Parkway Boulevard Grade Separation is complete. Therefore, it is recommended that a queue cutter be installed until a grade separation is implemented. Any increases to the RR signal timing would be at an additional cost.	Short-term: Install a queue cutter traffic signal. Long-term: grade separation.	\$

*Total Project Cost Estimate
 \$ - Less than \$250,000
 \$\$ - Between \$250,000 and \$1,000,000
 \$\$\$ - Over \$1,000,000



Map 8. City of Dixon Priority Locations for Safety Project Development

ID	LOCATION
DXN1	1st Street / CA-113 railroad track crossing, from East C Street to East E Street
DXN2	1st Street / CA-113, from A Street to Parkway Boulevard
DXN3	I-80 On and Off Ramps at CA-113
DXN4	I-80 On and Off Ramps at Dixon Avenue / West A Street
DXN5	I-80 On and Off Ramps at Pitt School Road
DXN6	Pedrick Road railroad crossing, north of Vaughn Street
DXN7	West A Street railroad crossing, from North Adams Street / Porter Street to Jackson Street

City of Fairfield

Agency's Processes and Procedures for Identifying Locations

The City of Fairfield primarily uses reported collision data as well as motor vehicle volume count data to determine locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions on Fairfield's roadways.

The City of Fairfield Police Department provides the City of Fairfield Public Works Department with timely motor vehicle collision report information and data, which is entered into a software program (Crossroads Traffic Collision Database).

Crossroads Traffic Collision Database is a software program used by many municipalities to more efficiently and effectively determine where and what type of collisions are occurring, by providing the resources for staff to:

- Manage collision data
- Query data
- Create collision diagrams
- Run reports
- Create graphs and charts

The close working relationship between the Police and Public Works Departments, in conjunction with timely data, allows Public Works staff to identify high-collision locations within a short-time frame following reported collisions, versus solely relying on California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data to be released, which typically lags six or months behind.

City of Fairfield priority locations:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
FRFD1	Air Base Parkway at Heath Drive; and Air Base Parkway, from Heath Drive to the I-80 Eastbound Off-Ramp	Midblock, rear-end collisions due to weaving and proximity of the I-80 off-ramp to Heath and the volume of traffic exiting the freeway onto the surface street.	The City has taken some proactive measures including improving visibility of signal faces or adding additional signal faces where the structures can handle the additional load, and improving signal timing. While the signal timing has improved, the extension of Manuel Campos can provide a significant benefit giving motorists an alternative route. The extension of this roadway is set for 2016/17 and triggered by a developer. This is a developer-driven improvement that has more widespread positive impacts.	\$-\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Fairfield priority locations continued:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
FRFD2	Air Base Parkway, from Clay Bank Road to the pedestrian bridge (mid-point between Clay Bank Road and Dover Avenue)	Midblock, rear-end collisions	Air Base Parkway at Clay Bank are set to be modified to include additional lanes when development reaches established thresholds determined by the City. Furthermore while the signal timing has improved, the extension of Manuel Campos can provide a widespread benefit giving motorists an alternative route and alleviating some congestion along Air Base Parkway. The extension of this roadway is set for 2016/17 and triggered by a developer. This is a developer-driven improvement that has more widespread positive impacts. This is a developer-driven improvement that has more widespread positive impacts.	\$-\$\$\$
FRFD3	CA-12, from Pennsylvania Avenue to I-80	SWITRS, 2010-2014. High speed saturated conditions, signals.	Increase capacity. Improve signal timing. Portions of roadway improvements are included in the I-80/680/12 project managed by STA.	\$\$\$
FRFD4	East Tabor Avenue railroad track crossing, west of Railroad Avenue	East Tabor Avenue is a crossing with higher than average auto traffic, high train traffic and high train speeds. The crossing had many issues with autos driving around gates in the past, and had medians installed, which have mitigated that issue. Based on recent discussions with the City, there are current issues with students crossing the tracks to get to and from a middle and elementary school. The school district currently provides a crossing guard to assist the students, but no sidewalk or other pedestrian improvements have been implemented.	<p>A California State Rail Grant was implemented at the crossing upgrading the signals and installing the median to prevent vehicles from passing in 2012.</p> <p>It is recommended that sidewalks be extended on the north side of East Tabor Avenue to the crossing to allow students to safely cross the at-grade crossing and that protected bicycle facilities be implemented.</p> <p>An ATP grant was submitted in May of 2015 but was not awarded funding. The City will continue seeking alternative funding opportunities.</p>	\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Fairfield priority locations continued:

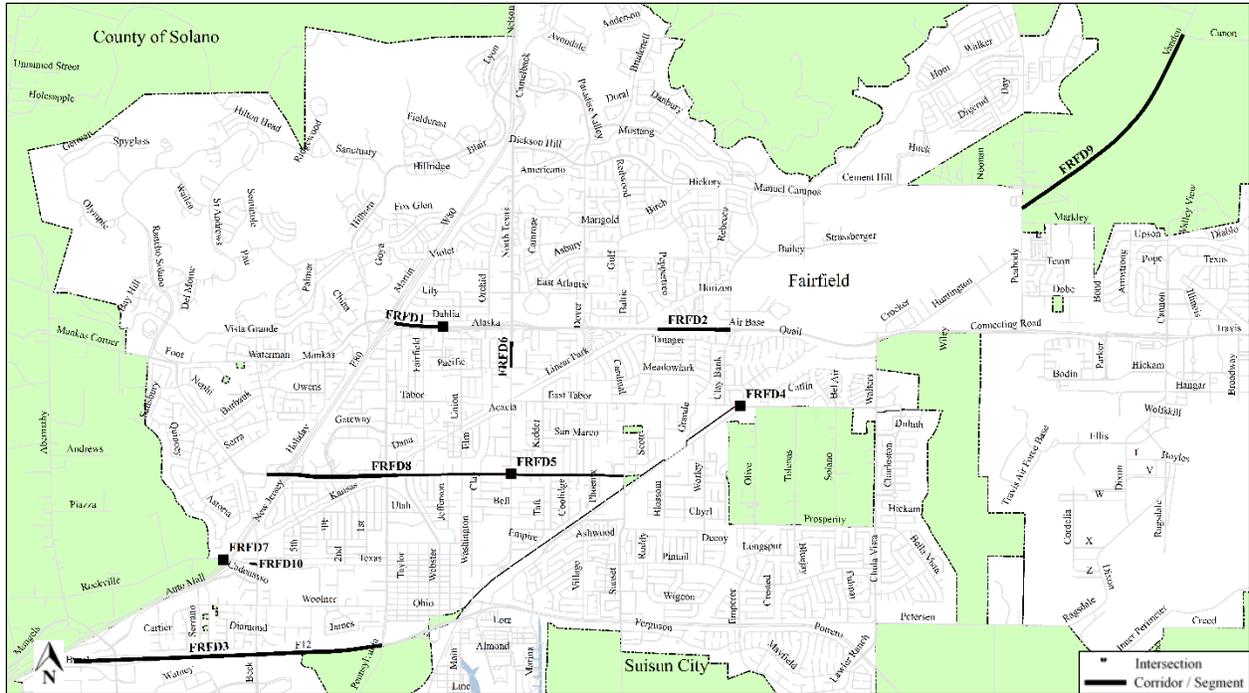
ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
FRFD5	North Texas Street at Travis Boulevard	Rear-end, sideswipe, and broadside	Improved channelization. Location needs further studies; however, a new mast arm signal pole was on the southeast corner to provide an additional signal face for visibility. Furthermore, signing and striping changes were done. Further studies may be necessary.	\$\$
FRFD6	North Texas Street, from Alaska Avenue to East Pacific Avenue	Midblock, rear-end collisions	Signal timing improvements were implemented in 2012 but need to be revisited. Other possible mitigation is adding an additional signal face at all signalized intersections if pole can handle the additional load.	\$
FRFD7	Oliver Road at Rockville Road / West Texas Street	Left-turn conflicts due to increased traffic volume relating to I-80	Install two-way left-turn lane. Requires coordination with Caltrans. A letter was issued to Caltrans in support for the changes in the lane configuration along the segment. Caltrans responded to the letter and denied the request indicating that negative impacts would be created on the freeway segment.	\$
FRFD8	Travis Boulevard, from Oliver Road to Sunset Avenue	Midblock, rear-end.	Improved signal timing because of intersection spacing. Continuous improvement in timing will be necessary.	\$
FRFD9	Vanden Road, from Cannon Road to Peabody Road	87 total (including 50 injury) collisions reported 2010-2014 along entire corridor (Marshall Road to Peabody Road through the cities of Fairfield and Vacaville, and through unincorporated Solano County).	Widen to 4 lanes with curb and gutter and traffic signals upon completion of the Fairfield/Vacaville Train Station Project expected in 2016/17. Plans for the widening were submitted to Caltrans for review. The project complete will hinge on future funding. Furthermore, the 4 lane cross-section will be matched on the Vacaville portion of the Jepson Parkway as funding becomes available.	\$\$\$
FRFD10	West Texas Street, from I-80 to Beck Avenue	There is a weave issue from the I-80 EB Off ramp to Beck Avenue.	ATP Safe Routes to Transit project was submitted to modify the I-80 EB off at West Texas Street to remove the weave that currently exists on West Texas Street and provide a direct access to the Bus terminus. Grant was not awarded funding. The City will continue to seek funding. This project is linked to the future 1200 space parking structure.	\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000



Map 9. City of Fairfield Priority Locations for Safety Project Development

ID	LOCATION
FRFD1	Air Base Parkway at Heath Drive; and Air Base Parkway, from Heath Drive to the I-80 Eastbound Off-Ramp
FRFD2	Air Base Parkway, from Clay Bank Road to the pedestrian bridge (mid-point between Clay Bank Road and Dover Avenue)
FRFD3	CA-12, from Pennsylvania Avenue to I-80
FRFD4	East Tabor Avenue railroad track crossing, west of Railroad Avenue
FRFD5	North Texas Street at Travis Boulevard
FRFD6	North Texas Street, from Alaska Avenue to East Pacific Avenue
FRFD7	Oliver Road at Rockville Road / West Texas Street
FRFD8	Travis Boulevard, from Oliver Road to Sunset Avenue
FRFD9	Vanden Road, from Cannon Road to Peabody Road
FRFD10	West Texas Street, from I-80 to Beck Avenue

City of Rio Vista

Agency's Processes and Procedures for Identifying Locations

The City of Rio Vista primarily uses reported collision data as well as motor vehicle volume count data to determine locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions on Rio Vista's roadways.

Agency's High Priority Locations

City of Rio Vista staff identified high-priority locations based on collision data, motor vehicle volume count data, and staff observations.

City of Rio Vista priority locations:

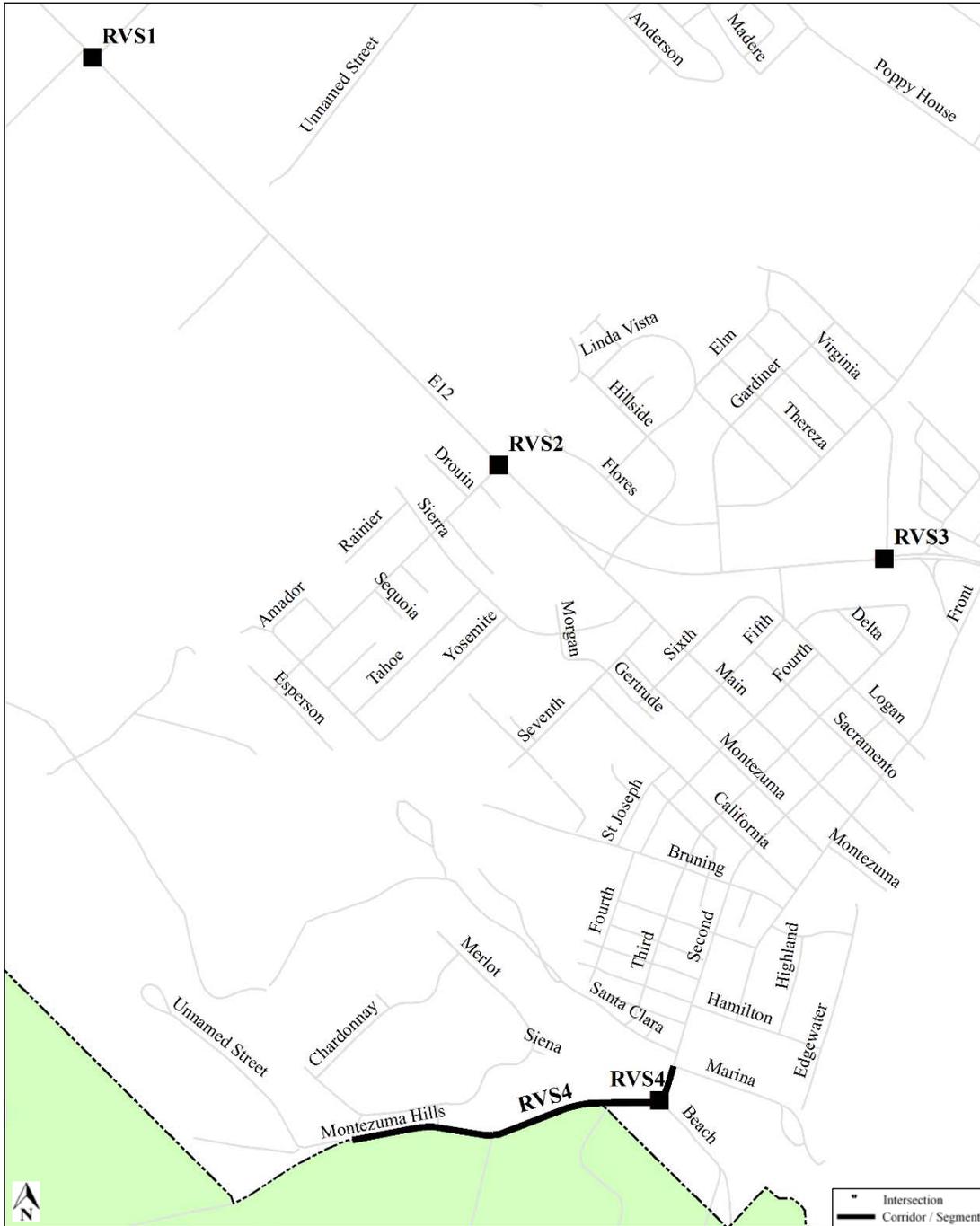
ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
RVS1	CA-12 at Church Road	Substandard intersection geometry; Unsafe operating behavior observed; Left-turning and right-turning motor vehicles block throughway traffic, encouraging drivers to attempt to bypass stopped traffic, creating unpredictable and unexpected traffic movements within the intersection and its approaches	Realign roadway.	\$\$\$
RVS2	CA-12 at Drouin Drive	High volume and high speed traffic with few gaps to enter CA-12	Redesign roadway.	\$\$\$
RVS3	CA-12 at Virginia Drive	High volume and high speed traffic with few gaps to enter and exit CA-12; motor vehicle traffic heading westbound on CA-12 observed to travel too fast to negotiate right turn at Virginia Drive	Redesign intersection, part of Caltrans CA-12 project.	\$\$\$
RVS4	Montezuma Hills Road, from Burgundy Way to Marina Way; 2nd Street / Beach Drive / Montezuma Hills Road intersection (Riverview Middle School)	Lack of sidewalk on Montezuma Road, speeding, non-standard intersection geometry (2nd Street / Beach Drive / Montezuma Hills Road), and no direct connection between housing and school.	Design a safe route connecting school and neighborhood directly west of school.	\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000



Map 10. City of Rio Vista Priority Locations for Safety Project Development

ID	LOCATION
RVS1	CA-12 at Church Road
RVS2	CA-12 at Drouin Drive
RVS3	CA-12 at Virginia Drive
RVS4	Montezuma Hills Road, from Burgundy Way to Marina Way; 2nd Street / Beach Drive / Montezuma Hills Road intersection (Riverview Middle School)

City of Suisun City

Agency's Processes and Procedures for Identifying Locations

City of Suisun City staff identifies locations through the Suisun City Traffic Committee, which consists of City department heads from the Police Department, Fire Department, Recreation & Community Services Department, Planning Department, and Public Works Department, as well as through citizen reports.

City of Suisun City priority locations:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
SUIS1	Buena Vista Avenue / Pintail Drive, from Marina Boulevard to Walters Road	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	Traffic calming, potentially including pedestrian countdown signals and updating signals	\$\$
SUIS2	CA-12, from Pennsylvania Avenue to east of Walters Road	High volumes, varying speeds, and lane changes with limited intersection and stopping sight distances due to horizontal and vertical curves	Install advance warning devices such as flashing beacons and/or vehicle-activated changeable message sign boards; extend left-turn pockets	\$\$\$
SUIS3	Lawler Ranch Parkway, from CA-12 (easterly) to CA-12 (westerly)	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	Traffic calming, potentially including pedestrian countdown signals and updating signals	\$\$
SUIS4	Main Street, from CA-12 to Cordelia Street	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	Traffic calming, lane reconfiguration, and wayfinding signs	\$\$
SUIS5	Railroad Avenue East at Sunset Avenue	Red-light traffic signal non-compliance for Railroad Avenue East westbound traffic turning left for southbound Sunset Avenue during train traffic activated all-red traffic signal phase	Upgrade signal and equipment to enable westbound left-turn traffic to progress through the intersection when a train is present; widen first 250 feet of Railroad Avenue East, directly east of Sunset Avenue to allow the addition of a left turn pocket on westbound Railroad Avenue East, as well as provide a widened eastbound lane for a more comfortable turning movement from northbound Sunset Avenue to eastbound Railroad Avenue East.	\$
SUIS6	Railroad Avenue East, from Humphrey Drive to Olive Road	Complicated traffic patterns and movements due to close proximity to railroad tracks on Railroad Avenue at East Tabor Avenue	Realign Railroad Avenue from Humphrey Drive to Olive Road	\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Suisun City priority locations continued:

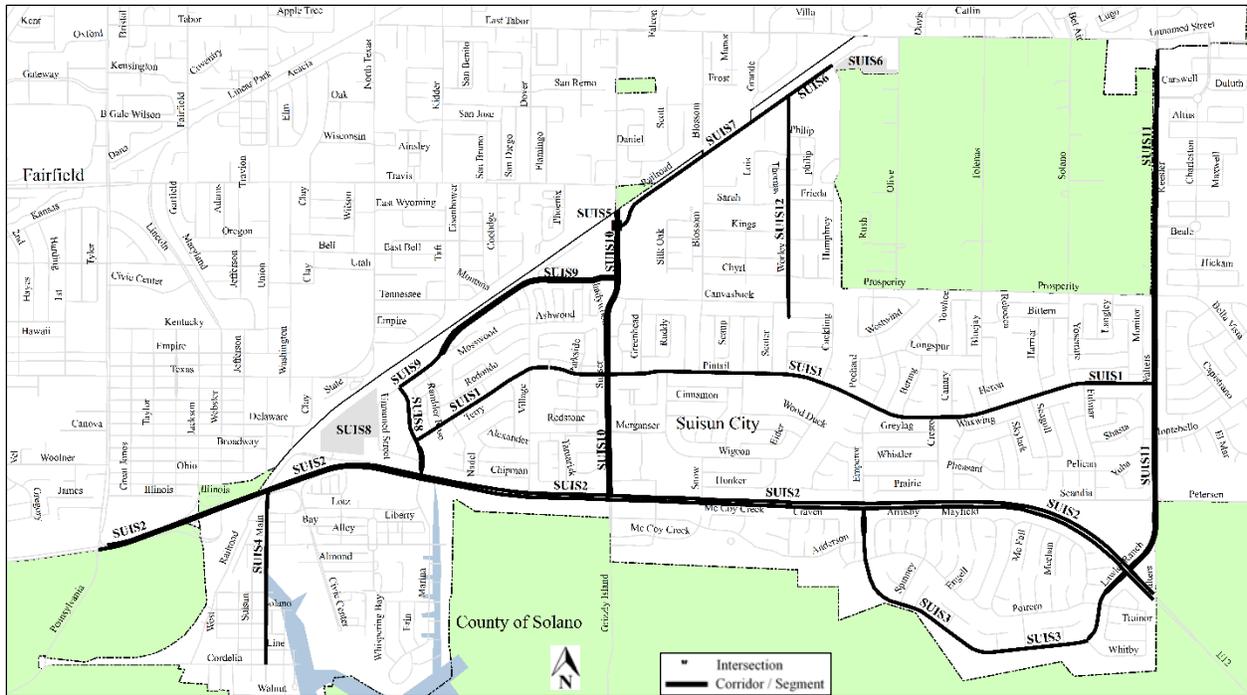
ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
SUIS7	Railroad Avenue East, from Humphrey Drive to Sunset Avenue	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations. Lack of sidewalk.	Widen Railroad Avenue East to include a travel lane and bike lane in each direction, a center left-turn lane, curb/gutter along the north side, and sidewalk along the south side.	\$\$\$
SUIS8	Railroad Avenue West, from CA-12 to westerly terminus (west of Marina Boulevard)	Cut-through and/or high-speed traffic utilizing Marina Boulevard via Railroad Avenue, conflicts with local land uses serving vulnerable populations	Extend Railroad Avenue to the existing westbound State Route 12 on-ramp on Main Street to divert cut-through traffic from Marina Boulevard to Railroad Avenue	\$\$\$
SUIS9	Railroad Avenue West, from Marina Boulevard to Sunset Avenue	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations. Pedestrian crossing safety. Sidewalk gaps. Route to Crystal Middle School and Armijo High School.	Roadway geometry, traffic calming devices, and/or road diet potentially needed.	\$\$
SUIS10	Sunset Avenue, from the City of Fairfield / Suisun City border to the Solano County unincorporated area / Suisun City border	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	Traffic calming, potentially including pedestrian countdown signals and updating signals	\$\$
SUIS11	Walters Road, from CA-12 to City of Fairfield / Suisun City border	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	Traffic calming, potentially including pedestrian countdown signals and updating signals	\$\$
SUIS12	Worley Road, from Railroad Avenue East to Tule Goose Drive	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	Traffic calming, potentially including pedestrian countdown signals and updating signals	\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000



Map 11. City of Suisun City Priority Locations for Safety Project Development

ID	LOCATION
SUI1	Buena Vista Avenue / Pintail Drive, from Marina Boulevard to Walters Road
SUI2	CA-12, from Pennsylvania Avenue to east of Walters Road
SUI3	Lawler Ranch Parkway, from CA-12 (easterly) to CA-12 (westerly)
SUI4	Main Street, from CA-12 to Cordelia Street
SUI5	Railroad Avenue East at Sunset Avenue
SUI6	Railroad Avenue East, from Humphrey Drive to Olive Road
SUI7	Railroad Avenue East, from Humphrey Drive to Sunset Avenue
SUI8	Railroad Avenue West, from CA-12 to westerly terminus (west of Marina Boulevard)
SUI9	Railroad Avenue West, from Marina Boulevard to Sunset Avenue
SUI10	Sunset Avenue, from the City of Fairfield / Suisun City border to the Solano County unincorporated area / Suisun City border
SUI11	Walters Road, from CA-12 to City of Fairfield / Suisun City border
SUI12	Worley Road, from Railroad Avenue East to Tule Goose Drive

City of Vacaville

Agency's Processes and Procedures for Identifying Locations

The City of Vacaville primarily uses data from local Police Department collision reports, as well as motor vehicle volume data to determine locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions on Vacaville's roadways. Information received from City Council, Police Department and residents is also considered. The City also uses a Traffic Advisory Committee made up of City Public Works Traffic Engineering, Police Department and School Districts (Vacaville and Travis Unified) staff representatives that meets bimonthly.

City of Vacaville priority locations:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
VAC1	Alamo Drive, from Merchant Street to Monte Vista Avenue	HIGHEST PRIORITY. Wider four lane arterial with residential frontage and on-street parking. A School crosswalk with crossing guard at Edgewood Drive. Higher speeds and Seven (7: 1 in 2015, 6 in 2014) reported collisions	Install road diet – one lane in each direction, two-way left turn lane and dedicated bike lane. Maintain on street parking.	\$
VAC2	Crocker Drive / East Monte Vista at Vaca Valley Parkway	Increasing volume of motor vehicles entering and exiting I-505; relatively short intersection spacing with I-505 off-ramp at Vaca Valley Parkway, resulting in unsafe operating behavior	Install roundabout	\$\$\$
VAC3	I-505 Southbound Off-Ramps at Vaca Valley Parkway	Seven (7: 1 in 2015, 6 in 2014) collisions reported collisions and high volumes of motor vehicles with few gaps in traffic for south I-505 off-ramp to Vaca Valley Parkway, in close proximity to nearby signal-controlled intersection west	Install roundabout	\$\$\$
VAC4	Marshall Road at Peabody Road	Twenty-six (26 - 15 in 2013, 7 in 2014, 4 so far in 2015) reported collisions, conflicting movements, limited sight distances, and unsafe operating behavior	Extend existing left-turn pocket; enable a dedicated right-turn movement on approach to the intersection	\$
VAC5	Morning Glory Drive at Peabody Road	Increasing traffic volumes near direct access to elementary school. Four Hour and Interruption Signal Warrants met.	Signalize intersection	\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Vacaville priority locations continued:

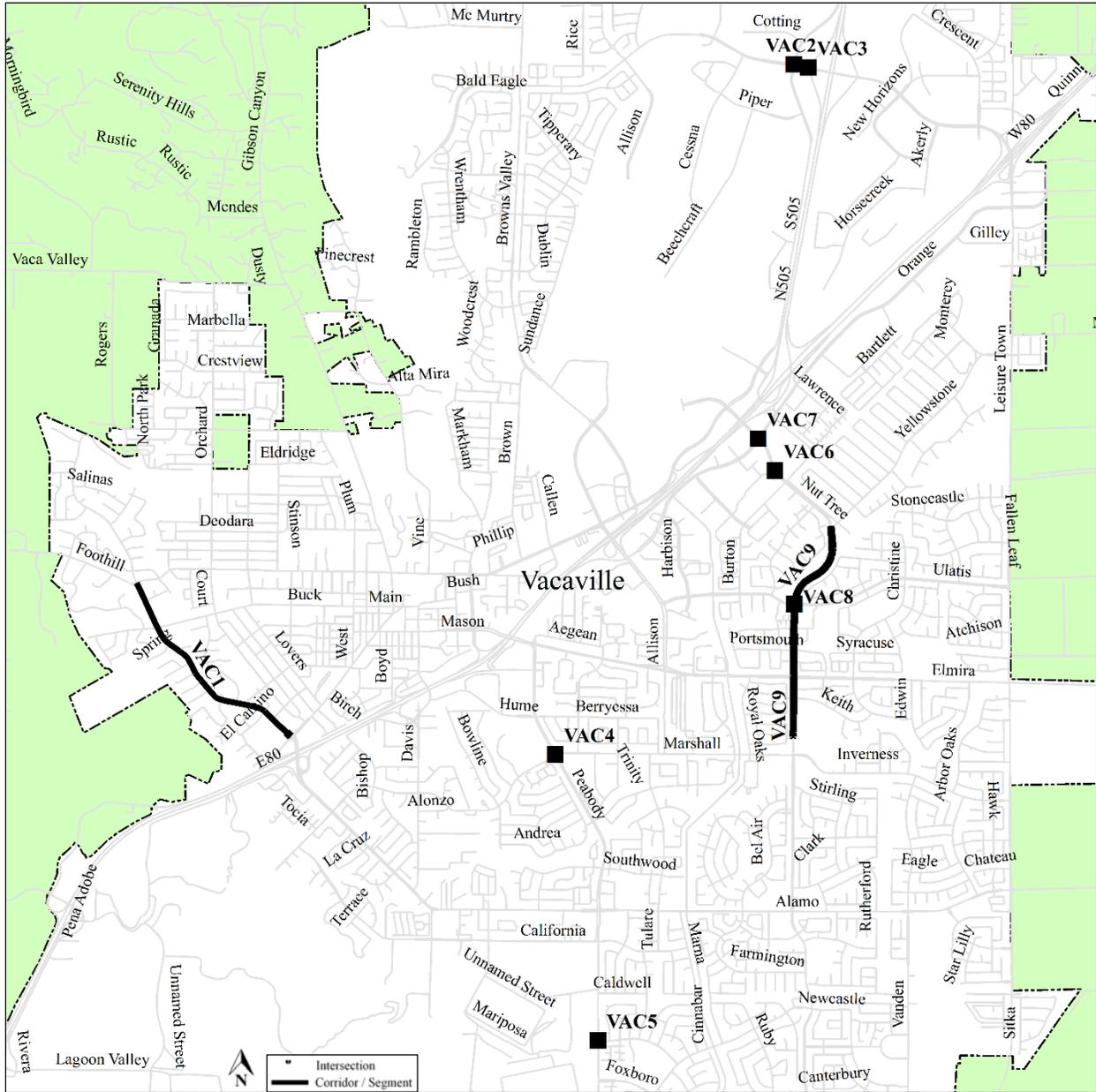
ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
VAC6	Nut Tree Road at factory store access intersection (between Burton Drive and Nut Tree Parkway)	Limit vehicle and pedestrian conflicts. Conflicting vehicle and pedestrian movements in an area with much higher pedestrian volumes.	Modify existing signal timing and phasing to enable through / left-turn shared lanes and dedicated right-turn lanes for Nut Tree Road traffic. Consider pedestrian timing and phasing	\$
VAC7	Nut Tree Road at Orange Drive	Thirty-three (33 - 17 in 2013, 14 in 2014, 2 so far in 2015) reported collisions, conflicting movements, and unsafe operating behavior	Replace existing reflective markers for the east, north, and south approaches	\$
VAC8	Nut Tree Road at Ulatis Drive	Seven (7 - 3 in 2013, 4 in 2014) collisions reported collisions, conflicting movements, limited sight distances, and unsafe operating behavior	Extend existing left-turn pocket; remove median island trees	\$
VAC9	Nut Tree Road, from Drake Way to Yellowstone Drive	One fatal injury collision and six severe injury collisions reported 2010-2014.	Further detailed analysis needed to determine mitigations.	TBD

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000



Map 12. City of Vacaville Priority Locations for Safety Project Development

ID	LOCATION
VAC1	Alamo Drive, from Merchant Street to Monte Vista Avenue
VAC2	Crocker Drive / East Monte Vista at Vaca Valley Parkway
VAC3	I-505 Southbound Off-Ramps at Vaca Valley Parkway
VAC4	Marshall Road at Peabody Road
VAC5	Morning Glory Drive at Peabody Road
VAC6	Nut Tree Road at factory store access intersection (between Burton Drive and Nut Tree Parkway)
VAC7	Nut Tree Road at Orange Drive
VAC8	Nut Tree Road at Ulatis Drive
VAC9	Nut Tree Road, from Drake Way to Yellowstone Drive

City of Vallejo

Agency's Processes and Procedures for Identifying Locations

The City of Vallejo typically relies on citizens to notify City staff of any locations where treatments and/or street redesigns may potentially reduce the frequency and severity of collisions on Vallejo's roadways.

City of Vallejo priority locations:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
VAL1	Admiral Callaghan Lane, from Redwood Parkway to Tennessee Street	Seven severe injury collisions reported 2010-2014; lack of sidewalk along portions of the roadway	Further detailed analysis needed to determine mitigations.	\$\$
VAL2	Broadway Street at Valle Vista Avenue	Lack of sidewalk, substandard curb ramps.	Install ADA-compliant curb ramps and new sidewalks between Broadway and Alameda Street.	\$\$
VAL3	Broadway Street, from CA-37 to Tennessee Street	Three fatal injury collisions and eight severe injury collisions reported 2010-2014.	Further detailed analysis needed to determine mitigations.	\$
VAL4**	CA-29 / Sonoma Boulevard at Capitol Street (Lincoln Elementary School)	High speed traffic on Sonoma Blvd. Not a comfortable environment for pedestrians.	Construct bulb outs on all corners at signalized intersections on Sonoma Blvd from Carolina St to Alabama St.	\$\$
VAL5**	CA-29 / Sonoma Boulevard at Carolina Street (Lincoln Elementary School)	High speed traffic on Sonoma Blvd. Not a comfortable environment for pedestrians.	Construct bulb outs on all corners at signalized intersections on Sonoma Blvd from Carolina St to Alabama St.	\$\$
VAL6**	CA-29 / Sonoma Boulevard at Florida Street (Lincoln Elementary School)	High speed traffic on Sonoma Blvd. Not a comfortable environment for pedestrians.	Construct bulb outs on all corners at signalized intersections on Sonoma Blvd from Carolina St to Alabama St.	\$\$
VAL7**	Del Mar Avenue at Las Palmas Avenue (Cooper Elementary School)	Small sidewalk and narrow intersections do not give enough room for pedestrians.	Install traffic bulb-outs at the two listed intersections. Widen sidewalk.	\$\$
VAL8**	Del Mar Avenue at Tuolumne Street (Cooper Elementary School)	Small sidewalk and narrow intersections do not give enough room for pedestrians.	Install traffic bulb-outs at the two listed intersections. Widen sidewalk.	\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

**Received Active Transportation Program (ATP) Cycle 2 funding in 2015 for Safe Routes to School projects.

City of Vallejo priority locations continued:

ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
VAL9	Fairgrounds Drive from CA-37 to City Limits	Six severe injury collisions reported 2010-2014.	Improve lighting	\$
VAL10	Fifth Street, from Lemon Street to Magazine Street	Unsafe operating behavior (performing "donuts") frequently observed.	Install traffic circle	\$
VAL11	Gateway Drive, from Fairgrounds Drive to Sage Street	Unsafe operating behavior (performing "donuts") frequently observed.	Install traffic circle	\$
VAL12	Mini Drive, from Falcon Drive to Violet Drive	Unsafe operating behavior (performing "donuts") frequently observed.	Install traffic circle	\$
VAL13	Redwood Parkway / Street, from Foothill Drive to Tuolumne Street	Seven severe injury collisions reported 2010-2014.	Further detailed analysis needed to determine mitigations.	\$\$
VAL14	Sacramento Street, from CA-37 to Capitol Street	Substandard roadway lighting (CA-37 to Tennessee Street); Roadway provides more capacity than currently needed given existing traffic volumes, creating long distances for pedestrians to travel across roadway (CA-37 to Capitol Street).	Upgrade poles and luminaries; space installations per current standards (CA-37 to Tennessee Street). Install road diet (CA-37 to Capitol Street); repave roadway	\$
VAL15	Solano Avenue at Tuolumne / Virginia Streets	Substandard intersection geometry.	Install road diet or signalize intersection	\$\$
VAL16	Tennessee Street, from Columbus Parkway to Oakwood Drive	Roadway provides more capacity than currently needed given existing traffic volumes, creating long distances for pedestrians to travel across roadway.	Install road diet; repave roadway	\$
VAL17	Valle Vista Avenue, from Couch Street and CA-29 / Sonoma Boulevard	Lack of sidewalk. Pedestrians must go around railroad track crossing arms.	Relocate railroad crossing arms to enable construction of sidewalks on both sides of the street.	\$
VAL18	Citywide (Intersections on Principal Arterials & Major Collector Streets)	Limited visibility due to poor lighting	Upgrade illuminated street name sign street lighting to LED lamps at principal arterial and major collector street intersections.	\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000

City of Vallejo priority locations:

ID	LOCATION
VAL1	Admiral Callaghan Lane, from Redwood Parkway to Tennessee Street
VAL2	Broadway Street at Valle Vista Avenue
VAL3	Broadway Street, from CA-37 to Tennessee Street
VAL4**	CA-29 / Sonoma Boulevard at Capitol Street (Lincoln Elementary School)
VAL5**	CA-29 / Sonoma Boulevard at Carolina Street (Lincoln Elementary School)
VAL6**	CA-29 / Sonoma Boulevard at Florida Street (Lincoln Elementary School)
VAL7**	Del Mar Avenue at Las Palmas Avenue (Cooper Elementary School)
VAL8**	Del Mar Avenue at Tuolumne Street (Cooper Elementary School)
VAL9	Fairgrounds Drive from CA-37 to City Limits
VAL10	Fifth Street, from Lemon Street to Magazine Street
VAL11	Gateway Drive, from Fairgrounds Drive to Sage Street
VAL12	Mini Drive, from Falcon Drive to Violet Drive
VAL13	Redwood Parkway / Street, from Foothill Drive to Tuolumne Street
VAL14	Sacramento Street, from CA-37 to Capitol Street
VAL15	Solano Avenue at Tuolumne / Virginia Streets
VAL16	Tennessee Street, from Columbus Parkway to Oakwood Drive
VAL17	Valle Vista Avenue, from Couch Street and CA-29 / Sonoma Boulevard
VAL18	Citywide (Principal Arterials & Major Collector Street intersections) [not mapped]

**Received Active Transportation Program (ATP) Cycle 2 funding in 2015 for Safe Routes to School projects.

County of Solano (Unincorporated Areas)

Agency's Processes and Procedures for Identifying Locations

Each year after all of the traffic collision reports have been received from the CHP, Solano County performs a systemic evaluation of collision data on the County's 586 miles of unincorporated roads. Each collision is mapped in an ArcGIS layer and corridors or locations where collisions occur at a higher rate or number in comparison to the whole county are identified; Collision maps from previous years are also considered and evaluated. Based on this evaluation the Traffic Collision Reports are pulled from the County's archive to gain a clearer picture of how the collisions are occurring.

Once County staff understands the limits of the corridor or location under review and has identified the type of collisions, a field inspection is conducted to gather information of site conditions and determine potential safety enhancements. After staff has discussed the location or corridor, the variety of traffic, Average Daily Traffic (ADT), collision type and field conditions, a consensus on which safety enhancement is appropriate based on available funds is selected. Once the safety enhancement is implemented at the location or corridor it is evaluated in subsequent years for effectiveness.

County of Solano priority locations:

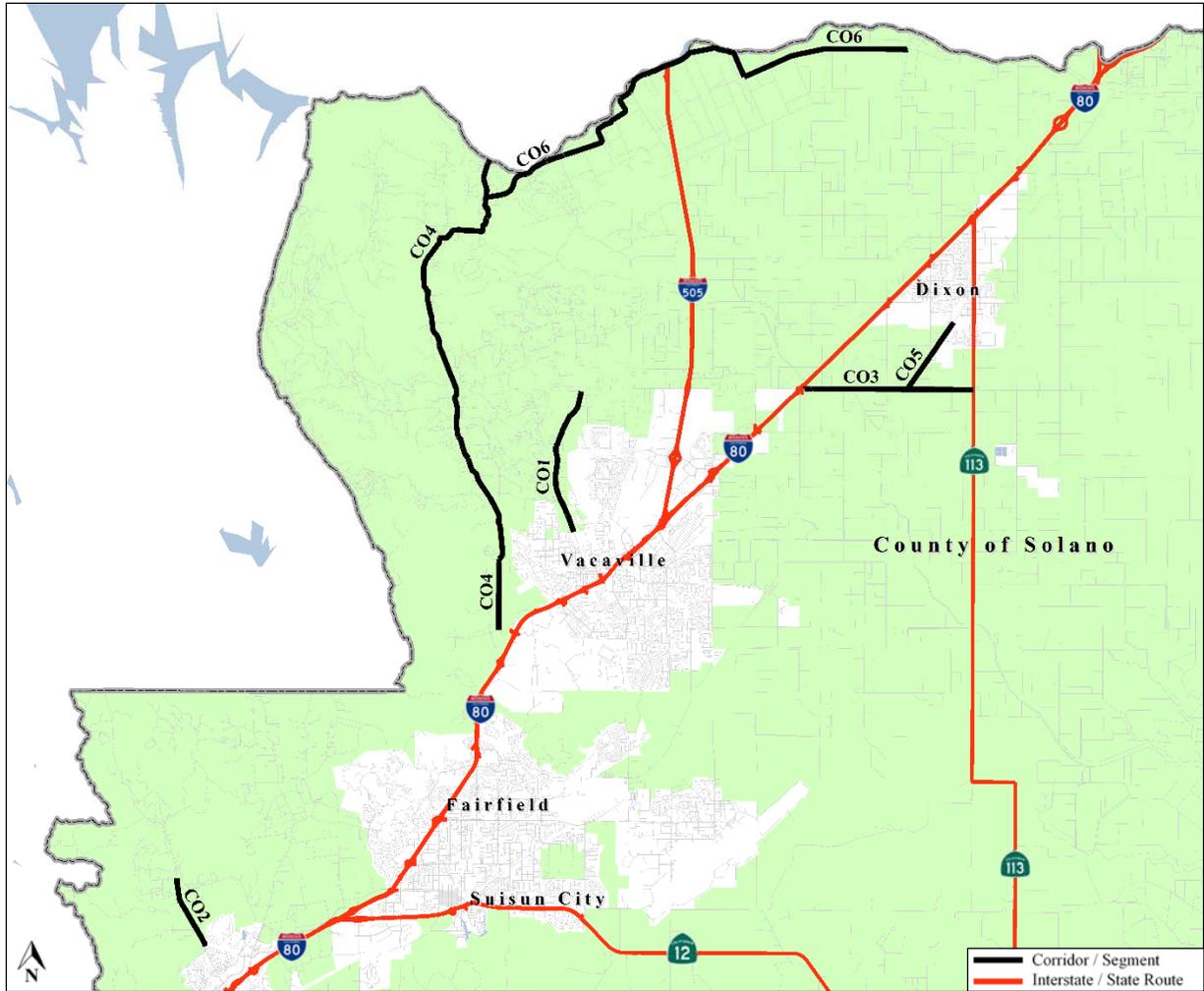
ID	LOCATION	SAFETY ANALYSIS	PROPOSED CHANGES	COST*
CO1	Gibson Canyon Road, from Cantelow Road to the Vacaville city limits	One fatal injury collision and four severe injury collisions reported 2010-2014.	Further detailed analysis needed to determine mitigations.	TBD
CO2	Green Valley Road, from the City of Fairfield city limit to Rockville Road	Substandard roadway, lane, and shoulder widths.	Widen and pave 4-foot shoulders	\$\$\$
CO3	Midway Road, from I-80 to Nunes Road	One fatal injury collision reported 2010-2014.	Widen and pave 4-foot shoulders	\$\$\$
CO4	Pleasants Valley Road, from Cherry Glen Road to the Solano County / Yolo County border	Substandard shoulder widths. Substandard lane widths.	Widen and pave 4-foot shoulders	\$\$\$
CO5	Porter Road, from Midway Road to South Almond Street	Two fatal injury collisions and three severe injury collisions reported 2010-2014.	Widen and pave 4-foot shoulders	\$\$
CO6	Putah Creek Road, from Pleasants Valley Road to Stevenson Bridge Drive	Two fatal injury collisions from 2009 to 2014	Widen and pave 4-foot shoulders	\$\$\$

*Total Project Cost Estimate

\$ - Less than \$250,000

\$\$ - Between \$250,000 and \$1,000,000

\$\$\$ - Over \$1,000,000



Map 14. County of Solano Priority Locations for Safety Project Development

ID	LOCATION
CO1	Gibson Canyon Road, from Cantelow Road to the Vacaville city limits
CO2	Green Valley Road, from the City of Fairfield city limit to Rockville Road
CO3	Midway Road, from CA-113 to I-80
CO4	Pleasants Valley Road, from Cherry Glen Road to the Solano County / Yolo County border
CO5	Porter Road, from Midway Road to South Almond Street
CO6	Putah Creek Road, from Pleasants Valley Road to Stevenson Bridge Drive

4. Next Steps

This section explores potential improvements in collecting, managing, and analyzing safety-related information that may be incorporated pending additional future funding and resources with the goal to eliminate fatalities and severe injuries on local streets and roads in Solano County. From the FHWA Roadway Safety Data Program:

The effectiveness of safety programs is directly linked to the availability of sound data analysis for informed decisions. Improving data involves identifying and improving data quality, quantity, types, storage, maintenance, accessibility, and use. Enhanced analytical processes use procedures to better identify safety problems and select countermeasures to achieve optimal returns on safety investments. The knowledge base created by these processes and procedures also improves the ability to learn from trends in the data and to recognize the relationships between safety and other issues such as highway design, roadway operation, and system planning.⁸

The following items may be explored in the near-term:

ITEM	CHALLENGE	POTENTIAL STRATEGY	POTENTIAL OUTCOMES
Motor vehicle collisions are currently hand-written on paper reports by local police departments.	Data is recorded twice (in the field and manually entered into a database), and potentially a third time by Public Works staff, which is labor-intensive and redundant.	Explore software and hardware options that allow police officers to digitally collect and enter data at the site of collision events (i.e. in-car computer and/or handheld electronic device).	Digitizing collision data in concert with an appropriate and optimized database management system (DBMS) may also provide real-time data access to engineers, planners, and project managers.
Reported collision data may not include all data needed to perform safety analysis.	Data-driven safety analysis requires having accurate, complete, and comprehensive data inputs, which are not currently being collected.	Utilize resources such as the Model Minimum Uniform Crash Criteria (MMUCC) and the Model Inventory of Roadway Elements (MIRE) guidebooks, to inventory current data elements collected by police officers at the scene of collision events as well as post-collision data collection needs by engineering, planning, and project management staff.	By reviewing the MMUCC and the MIRE guidebooks, staff may: Standardize a comprehensive list of the most important crash-related data elements; identify a comprehensive listing of roadway inventory data elements that may be necessary for various safety management activities; and prioritize roadway elements for future collection.

⁸ Federal Highway Administration (FHWA) Roadway Safety Data Program (RSDP), retrieved October 23, 2015 from <http://safety.fhwa.dot.gov/rsdp/about.aspx>

Acknowledgements

STA Board of Directors

Elizabeth Patterson, Chair, City of Benicia
Jack Batchelor, City of Dixon
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Norman Richardson, Vice Chair, City of Rio Vista
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Ozzie Hilton, Senior Civil Engineer, City of Vacaville
Allan Panganiban, Senior Civil Engineer, City of Vallejo
Nick Burton, Senior Civil Engineer, County of Solano

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DATE : November 24, 2015
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Sustainable Communities Strategy and One Bay Area Grant Update

Background:

The Sustainable Communities Strategy (SCS), formerly known as the Regional Transportation Plan (RTP), is the primary planning and programming document for the Metropolitan Transportation Commission (MTC). The SCS is mandated to reduce greenhouse gas (GHG) emissions from cars and light trucks while also housing projected population growth. The last SCS, known as Plan Bay Area, was adopted in 2015. The update of Plan Bay Area must be adopted in 2017.

One of the primary funding programs in Plan Bay Area is the One Bay Area Grant (OBAG) program, which consists of block grants to the Congestion Management Agencies (CMAs) to use for funding local programs and projects that advance Plan Bay Area goals.

On November 18, 2015, the Commission adopted Resolution 4202 establishing the schedule and standards for OBAG 2. The draft Resolution is provided as Attachment A.

Discussion:

MTC has developed criteria for distributing OBAG funds to the nine Bay Area CMAs, and to assist the CMAs in sub-allocating funds to projects and programs. There are several significant items from the Commission's adopted OBAG guidelines:

- STA's total OBAG 2 funds will be approximately \$2 million less than the funds for OBAG 1. This is due to the OBAG 2 fund distribution formula being based on population, actual housing production and promised future housing production, coupled with the low number of housing units produced by Solano jurisdictions compared to the rest of the Bay Area.
- STA will receive \$19 million from OBAG Cycle 2 for the 5-year period covering FY 2017-18 through FY 2022-23.
- MTC will no longer provide regional dedicated funding for rideshare services or Safe Routes to Schools. This means that, in addition to having less funding, STA also has additional obligations if it wishes to continue to provide support for these popular and effective programs.
- MTC will not provide funds directly to the nine CMAs for Priority Development Area (PDA) planning and implementation. MTC will allocate \$20 million for PDA support as part of a regionally competitive process.
- The Commission will revisit potential requirements for anti-displacement policies at its February 2016 meeting.

MTC requires all jurisdictions to show compliance with Complete Streets requirements by either; 1) having an amended general plan, adopted since January 1, 2010, that incorporates the state Complete Streets standards, or 2) adopting a Resolution in a form provided by MTC committing to implement Complete Streets. Three Solano jurisdictions – the cities of Benicia and Dixon, and

Solano County – will need to take action to meet this requirement in order to remain eligible to receive OBAG funds.

Finally, the Commission extended the deadline for jurisdictions to have a fully-certified Housing Element to June 30, 2016. This will provide the City of Dixon additional time to meet the state requirements.

MTC has proposed 13 performance targets to be used in evaluating projects for inclusion in the SCS. The evaluation, along with a benefit: cost assessment, will be used to help MTC decide which projects to include in the plan. The proposed evaluation criteria are included in an MTC staff memo dated November 6, 2015, and provided as Attachment B.

Fiscal Impact:

None at this time.

Recommendation:

Information.

Attachments:

- A. MTC Resolution 4202 (OBAG Cycle 2)
- B. SCS Project Evaluation Criteria (draft) - http://www.sta.ca.gov/docManager/1000005697/08.Aa_SCS%20and%20OBAG%20Attachment%20A.pdf



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 8

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Memorandum

TO: Commission

DATE: November 12, 2015

FR: Deputy Executive Director, Policy

RE: Proposal for Second Round of the One Bay Area Grant Program (OBAG 2)

The Programming and Allocations Committee referred to the Commission for approval MTC Resolution No. 4202, the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years 2017-18 through 2021-22. The Committee recommended several revisions to the resolution and requested additional information from staff on several issues, discussed below.

Committee Actions

- ***Refer MTC Resolution No. 4202 to the Commission for approval with the following revisions:***

1) Extend the deadline for four jurisdictions that did not have their housing elements certified by the California Department of Housing and Community Development (HCD) by May 31, 2015 to June 30, 2016.

Four jurisdictions in the Bay Area did not meet the 2015 deadline for a state-certified housing element: Fairfax, Dixon, Monte Sereno, and Half Moon Bay. Since that time, HCD fully certified the housing element for Half Moon Bay, and conditionally certified the housing elements for the other three cities. Given the progress made to date and the limited resources of these smaller jurisdictions, the Committee approved a revision to the proposal to extend the deadline for the four jurisdictions to have their housing elements certified by HCD to June 30, 2016 in order to be eligible to receive OBAG 2 funding. This revision has been incorporated into Resolution No. 4202, where appropriate.

2) Develop recommendation for anti-displacement policies and provide additional information on housing preservation funding.

The Committee asked staff to develop potential anti-displacement and affordable housing policies for possible consideration for OBAG 2, and return to the Committee in February 2016. A placeholder has been added to Resolution No. 4202. The Committee also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable. In early 2016, staff will convene a workshop with local jurisdictions and stakeholders to further consider anti-displacement strategies, and will also develop options for a "Naturally Occurring Affordable Housing" (NOAH) fund. Given that this addition will affect the counties' call for projects, the resolution has also been modified to delay the schedule for project submittal by 3 months.

3) *Defer decision on a county distribution formula to the full Commission.*

Three alternative county distribution formulas were presented to the Committee for consideration (see Tables 1 and 2 below). After discussion, the Committee referred the county distribution formula to the full Commission without recommendation.

County Distribution Formula

The three formulas that were presented to the Committee are summarized in Table 1.

Table 1. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 1. Affordable Housing	50%	30%	20%	60%
OBAG 2 2. Affordable + Moderate	50%	30%	20%	60%*
OBAG 2 3. Housing Production	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

In response to Committee questions, Table 2 summarizes the percentage distribution and dollar amount for each county under the three scenarios. As a reminder, the figures below reflect uncapped housing production. For reference, page 4 of Attachment 2 includes both uncapped and capped figures.

Table 2. OBAG 2 County Distribution Formula Options

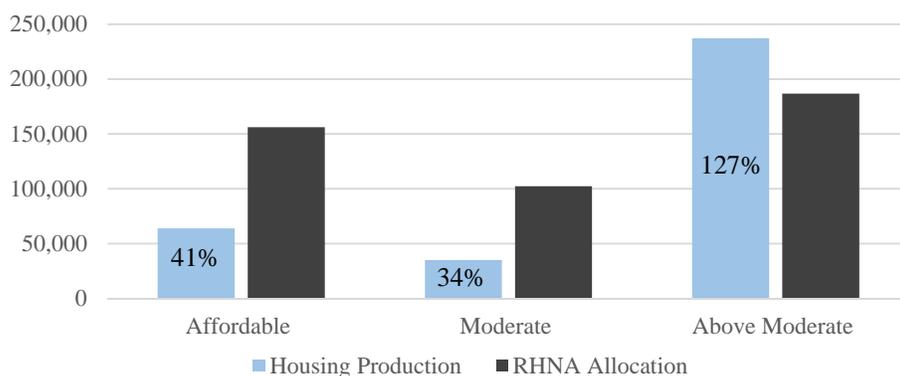
County	OBAG 2 1. Affordable Housing		OBAG 2 2. Affordable + Moderate		OBAG 2 3. Housing Production	
	% Share	Amount \$ in millions	% Share	Amount \$ in millions	% Share	Amount \$ in millions
Alameda	20.1%	\$71	19.8%	\$70	19.2%	\$68
Contra Costa	13.7%	\$48	14.7%	\$52	14.1%	\$50
Marin	2.8%	\$10	2.8%	\$10	3.0%	\$11
Napa	2.2%	\$8	2.2%	\$8	2.2%	\$8
San Francisco	12.9%	\$45	12.3%	\$43	13.4%	\$47
San Mateo	8.5%	\$30	8.5%	\$30	7.9%	\$28
Santa Clara	27.7%	\$98	27.1%	\$96	27.3%	\$97
Solano	5.2%	\$18	5.5%	\$19	5.4%	\$19
Sonoma	7.1%	\$25	7.2%	\$26	7.7%	\$27

- ***Additional detail on housing production and RHNA allocations by county and jurisdiction.***

Attachment 1 provides additional detail on the housing production data that is used in the county distribution formula. The information, which is provided by ABAG staff, comes primarily from annual housing element reports, and information from adopted and certified housing elements, draft housing elements, ~~no~~ permitting information.

Over the last two RHNA periods (1999-2006 and 2007-2014), Bay Area jurisdictions have produced more than 330,000 total housing units or 75% of the total RHNA allocations (capping units to RHNA results in nearly 300,000 in total housing units, or 67% of RHNA allocations). Unfortunately, the level of housing production has not been uniform across income levels. While jurisdictions have exceeded their RHNA allocations for above moderate-income units overall, they have fallen short on the production of affordable and moderate-income housing (see Figure 1).

Figure 1. Bay Area Housing Production and Regional Housing Needs Assessment (RHNA) Allocation* | 1999-2014



*Production is not capped to RHNA allocations.

- Information on Bay Area household income limits and associated housing unit costs.**

Committee members also requested information on household income and affordability by county. The California Department of Housing and Community Development (HCD) develops State Income Limits each year which define the median income and household income levels for very low-, low- and moderate-income households for each county. The 2015 income limits and Area Median Income (AMI) for the nine Bay Area counties are shown in Table 3, below.

Table 3. 2015 Bay Area Counties Income Limits and Area Median Incomes

County	Very Low Income (50% AMI) 4-Person HH	Low Income (80% AMI) 4-Person HH	Area Median Income (AMI) 4-Person HH	Moderate Income (120% AMI) 4-Person HH
Alameda	\$46,750	\$71,600	\$93,500	\$112,200
Contra Costa	\$46,750	\$71,600	\$93,500	\$112,200
Marin	\$58,600	\$93,850	\$103,000	\$123,600
Napa	\$43,650	\$69,800	\$86,100	\$103,300
San Francisco	\$58,600	\$93,850	\$103,000	\$123,600
San Mateo	\$58,600	\$93,850	\$103,000	\$123,600
Santa Clara	\$53,150	\$84,900	\$106,300	\$127,550
Solano	\$41,300	\$65,000	\$82,600	\$99,100
Sonoma	\$41,300	\$65,000	\$82,600	\$99,100

Note that all three alternative county distribution formulas under consideration include very low- and low-incomes in the affordability weighting. Alternative 2 (Affordable + Moderate) includes moderate-income as well as very low- and low-income.

Jurisdiction Performance/Incentive

The Committee also discussed whether county funds should be distributed to jurisdictions within a county on a formula basis. Staff did not recommend doing this for a few reasons. First, CMAs usually strive to balance funding programs and may use several programs to deliver project throughout their counties. So for instance, a project in one area might be funded with OBAG funds, and in another area a project might be funded with local sales tax funds. This gives the counties and the jurisdictions the flexibility to account for eligibility or other local issues. Additionally, CMAs generally consider project readiness when making funding decisions; if funds were distributed solely on a formula basis, this consideration would not be as possible as funds could either sit unused while a project develops, or could be insufficient to fund a ready to go project in a smaller jurisdiction. Finally, direct distribution would also detract from the primary purpose of the program, which is to fund priority, transformative transportation projects focused in Priority Development Areas (PDAs) throughout the region.

- ***Information on jurisdictions' RHNA housing allocations compared to their OBAG 1 grant awards.***

The OBAG Report Card, located at: http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf, provides information on the sixteen jurisdictions with the largest housing unit allocations, comparing their potential “jurisdiction share” based on the OBAG 1 formula, to their actual OBAG 1 grants received. As discussed in the report, jurisdictions with high percentages in the OBAG 1 formula generally received high shares of OBAG 1 grant funding, see Table 4 below. In aggregate, the sixteen jurisdictions received higher shares of funding than in the previous round (“Cycle 1”).

Table 4. OBAG 1 Formula Compared to Grant Distribution for Jurisdictions Taking on the Most Housing | Reproduced from OBAG Report Card, February 2014

City	Housing Unit Growth	OBAG 1 Jurisdiction Formula Share	OBAG 1 Actual Grant Distribution
San Jose	129,280	15.8%	10.6%
San Francisco	92,480	12.2%	12.8%
Oakland	51,450	5.3%	7.3%
Sunnyvale	19,030	2.0%	3.2%
Concord	18,070	1.5%	1.5%
Fremont	17,630	2.7%	2.9%
Santa Rosa	16,030	2.7%	1.2%
Santa Clara	13,780	1.9%	1.1%
Milpitas	12,620	1.4%	0.9%
Hayward	12,320	1.7%	0.5%
Fairfield	11,120	1.5%	0.5%
San Mateo	10,180	1.3%	0.6%
Livermore	9,700	1.4%	0.4%
Richmond	9,690	1.6%	2.3%
Mountain View	9,400	1.1%	0.4%
Berkeley	9,280	1.4%	3.3%
Totals	442,060	56%	50%

Other Committee Requests for Information

- *Additional detail on the Regional Active Operations Management Program and Regional Transit Priority Programs.*

The Committee requested additional detail on the regional transit and operations programs. The funding frameworks anticipated for each program are provided in Table 5 and Table 6 for informational purposes. The Commission will be asked to approve the actual projects funded under these programs as part of the OBAG 2 regional programming action, anticipated at a later date.

Table 5. OBAG 2 Transit Priorities Program Framework

Program	Potential Funding Level \$ in millions
BART Car Replacement	\$150
Clipper Next Generation System	\$20
Transit Performance Initiative (TPI)/ Transit Capital Priorities Program (TCP)	\$19
Total	\$189

Table 6. OBAG 2 Regional Active Operational Management Framework

Program	Potential Funding Level \$ in millions
511 Next Generation	\$39
Rideshare	\$10
Columbus Day Initiative	
Freeway Performance	\$66
Arterial/Transit Performance	\$18
Connected Vehicles/Shared Mobility	\$5
Transportation System Management	
Field Equipment Devices O&M	\$19
Incident Management	\$13
Total	\$170

- *NACTO-designed projects are eligible to receive OBAG 2 funds.*

Caltrans and the Federal Highway Administration (FHWA) have both endorsed the use of National Association of City Transportation Officials’ (NACTO) Urban Bikeway Design Guide to design bicycle and pedestrian facilities. Therefore, NACTO designed projects would be eligible for OBAG2 funding under current rules.



 Alix Bockelman

Attachments:

- Attachment 1 – Bay Area Housing Production and RHNA, 1999-2006 and 2007-2014
- Attachment 2 – Power Point Presentation
- Attachment 3 – MTC Resolution No. 4202 (with revisions made since the November 4 Programming and Allocations Committee)

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Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

Attachment 1

The following is a summary of housing permits issued for all Bay Area jurisdictions for the period between 2007 and 2014. This data was compiled primarily from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development. In certain instances when APR data was not available but could be found through other sources ABAG made use of the data sources below (whose use is noted in the spreadsheet):

- Adopted and certified housing elements for the period between 2007 and 2014
- Draft housing elements for the period between 2014-2022 or 2015-2023 depending on the jurisdiction
- Permitting information sent to ABAG directly by local planning staff
- Asterisks (*) are used to signify that no residential permitting data was available from a jurisdiction.

Source: http://abag.ca.gov/files/RHNAProgress2007_2014_082815.pdf

Bay Area	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%	44,937	19,615	44%
Contra Costa	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%	27,072	16,800	62%
Marin	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	4,882	1,543	32%
Napa	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	3,705	1,434	39%
San Francisco	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%
San Mateo	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	15,738	8,169	52%
Santa Clara	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%	60,338	44,823	74%
Solano	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%	12,985	4,972	38%
Sonoma	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%	13,650	5,639	41%
Bay Area Totals	48,840	14,251	29%	35,102	9,182	26%	41,316	11,732	28%	89,242	87,933	99%	214,500	123,098	57%

ALAMEDA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	482	80	17%	329	2	1%	392	3	1%	843	80	9%	2,046	165	8%
Albany ¹	64	0	0%	43	6	14%	52	176	338%	117	13	11%	276	195	71%
Berkeley	328	83	25%	424	87	21%	549	23	4%	1,130	1,055	93%	2,431	1,248	51%
Dublin	1,092	189	17%	661	85	13%	653	69	11%	924	3,394	367%	3,330	3,737	112%
Emeryville	186	110	59%	174	3	2%	219	28	13%	558	588	105%	1,137	729	64%
Fremont	1,348	198	15%	887	54	6%	876	240	27%	1,269	2,061	162%	4,380	2,553	58%
Hayward	768	246	32%	483	0	0%	569	50	9%	1,573	1,719	109%	3,393	2,015	59%
Livermore	1,038	72	7%	660	50	8%	683	196	29%	1,013	637	63%	3,394	955	28%
Newark	257	0	0%	160	0	0%	155	0	0%	291	14	5%	863	14	2%
Oakland	1,900	1,282	67%	2,098	385	18%	3,142	22	1%	7,489	2,342	31%	14,629	4,031	28%
Piedmont	13	16	123%	10	2	20%	11	15	136%	6	13	217%	40	46	115%
Pleasanton	1,076	59	5%	728	29	4%	720	79	11%	753	794	105%	3,277	961	29%
San Leandro	368	195	53%	228	759	333%	277	19	7%	757	83	11%	1,630	1,056	65%
Union City	561	177	32%	391	50	13%	380	32	8%	612	692	113%	1,944	951	49%
Alameda County	536	388	72%	340	187	55%	400	188	47%	891	196	22%	2,167	959	44%
County Totals	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%	44,937	19,615	44%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

CONTRA COSTA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch	516	8	2%	339	20	6%	381	834	219%	1,046	381	36%	2,282	1,243	54%
Brentwood	717	192	27%	435	58	13%	480	175	36%	1,073	1,608	150%	2,705	2,033	75%
Clayton	49	0	0%	35	1	3%	33	2	6%	34	46	135%	151	49	32%
Concord	639	2	0%	426	0	0%	498	8	2%	1,480	216	15%	3,043	226	7%
Danville ²	196	2	1%	130	84	65%	146	101	69%	111	287	259%	583	474	81%
El Cerrito	93	142	153%	59	38	64%	80	13	16%	199	163	82%	431	356	83%
Hercules ³	143	0	0%	74	0	0%	73	0	0%	163	153	94%	453	153	34%
Lafayette ²	113	47	42%	77	8	10%	80	8	10%	91	170	187%	361	233	65%
Martinez	261	48	18%	166	0	0%	179	4	2%	454	148	33%	1,060	200	19%
Moraga	73	0	0%	47	0	0%	52	0	0%	62	9	15%	234	9	4%
Oakley	219	242	111%	120	191	159%	88	874	993%	348	331	95%	775	1,638	211%
Orinda	70	72	103%	48	20	42%	55	22	40%	45	137	304%	218	251	115%
Pinole	83	2	2%	49	1	2%	48	10	21%	143	59	41%	323	72	22%
Pittsburg	322	79	25%	223	126	57%	296	666	225%	931	839	90%	1,772	1,710	97%
Pleasant Hill	160	9	6%	105	1	1%	106	8	8%	257	194	75%	628	212	34%
Richmond	391	74	19%	339	153	45%	540	243	45%	1,556	892	57%	2,826	1,362	48%
San Pablo	22	0	0%	38	1	3%	60	35	58%	178	0	0%	298	36	12%
San Ramon	1,174	196	17%	715	255	36%	740	302	41%	834	2,247	269%	3,463	3,000	87%
Walnut Creek	456	150	33%	302	25	8%	374	19	5%	826	1,206	146%	1,958	1,400	72%
Contra Costa County	815	88	11%	598	53	9%	687	330	48%	1,408	1,672	119%	3,508	2,143	61%
County Totals	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%	27,072	16,800	62%

MARIN COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere	5	2	40%	4	5	125%	4	2	50%	4	11	275%	17	20	118%
Corte Madera	68	64	94%	38	30	79%	46	4	9%	92	165	179%	244	263	108%
Fairfax	23	0	0%	12	0	0%	19	5	26%	54	8	15%	108	13	12%
Larkspur	90	25	28%	55	10	18%	75	9	12%	162	92	57%	382	136	36%
Mill Valley	74	23	31%	54	50	93%	68	23	34%	96	67	70%	292	163	56%
Novato	275	72	26%	171	13	8%	221	118	53%	574	119	21%	1,241	322	26%
Ross	8	1	13%	6	3	50%	5	3	60%	8	1	13%	27	8	30%
San Anselmo ⁸	26	12	0%	19	15	0%	21	1	0%	47	8	0%	113	36	32%
San Rafael	262	32	12%	207	26	13%	288	0	0%	646	109	17%	1,403	167	12%
Sausalito	45	8	18%	30	17	57%	34	3	9%	56	20	36%	165	48	29%
Tiburon	36	0	0%	21	3	14%	27	0	0%	33	9	27%	117	12	10%
Marin County	183	11	6%	137	84	61%	169	51	30%	284	209	74%	773	355	46%
County Totals	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	4,882	1,543	32%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

NAPA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
American Canyon	169	0	0%	116	0	0%	143	2	1%	300	86	29%	728	88	12%
Calistoga	17	14	82%	11	9	82%	18	2	11%	48	8	17%	94	33	35%
Napa	466	88	19%	295	26	9%	381	162	43%	882	495	56%	2,024	771	38%
St. Helena	30	2	7%	21	8	38%	25	16	64%	45	25	56%	121	51	42%
Yountville ²	16	20	125%	15	22	147%	16	12	75%	40	20	50%	87	74	85%
Napa County	181	11	6%	116	6	5%	130	74	57%	224	326	146%	651	417	64%
County Totals	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	3,705	1,434	39%

SAN FRANCISCO COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
San Francisco ⁵	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%
County Totals	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%

SAN MATEO COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Atherton	19	18	95%	14	0	0%	16	0	0%	34	-8	-24%	83	10	12%
Belmont	91	0	0%	65	0	0%	77	4	5%	166	45	27%	399	49	12%
Brisbane ⁵	91	0	0%	66	0	0%	77	7	9%	167	137	82%	401	144	36%
Burlingame	148	0	0%	107	0	0%	125	9	7%	270	93	34%	650	102	16%
Colma	15	0	0%	11	0	0%	13	0	0%	26	2	8%	65	2	3%
Daly City ²	275	76	28%	198	51	26%	233	43	18%	501	386	77%	1,207	556	46%
East Palo Alto	144	4	3%	103	0	0%	122	74	61%	261	119	46%	630	197	31%
Foster City	111	15	14%	80	40	50%	94	5	5%	201	248	123%	486	308	63%
Half Moon Bay ⁸	63	0	0%	45	0	0%	53	0	0%	115	18	0%	276	18	7%
Hillsborough	20	76	380%	14	10	71%	17	8	47%	35	22	63%	86	116	135%
Menlo Park	226	66	29%	163	11	7%	192	24	13%	412	188	46%	993	289	29%
Millbrae	103	2	2%	74	3	4%	87	18	21%	188	461	245%	452	484	107%
Pacifica	63	5	8%	45	1	2%	53	44	83%	114	158	139%	275	208	76%
Portola Valley ⁸	17	0	0%	12	0	0%	14	0	0%	31	0	0%	74	0	0%
Redwood City	422	82	19%	304	84	28%	358	94	26%	772	2,442	316%	1,856	2,702	146%
San Bruno	222	16	7%	160	299	187%	188	281	149%	403	170	42%	973	766	79%
San Carlos	137	2	1%	98	5	5%	116	14	12%	248	121	49%	599	142	24%
San Mateo	695	163	23%	500	56	11%	589	105	18%	1,267	863	68%	3,051	1,187	39%
South San Francisco	373	108	29%	268	7	3%	315	10	3%	679	128	19%	1,635	253	15%
Woodside	10	7	70%	7	5	71%	8	5	63%	16	42	263%	41	59	144%
San Mateo County ²	343	62	18%	247	69	28%	291	1	0%	625	445	71%	1,506	577	38%
County Totals	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	15,738	8,169	52%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

SANTA CLARA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell	199	32	16%	122	300	246%	158	67	42%	413	217	53%	892	616	69%
Cupertino	341	38	11%	229	31	14%	243	58	24%	357	657	184%	1,170	784	67%
Gilroy	319	29	9%	217	70	32%	271	65	24%	808	1,262	156%	1,615	1,426	88%
Los Altos	98	23	23%	66	22	33%	79	12	15%	74	784	1059%	317	841	265%
Los Altos Hills	27	25	93%	19	10	53%	22	5	23%	13	76	585%	81	116	143%
Los Gatos	154	2	1%	100	41	41%	122	5	4%	186	180	97%	562	228	41%
Milpitas	689	336	49%	421	109	26%	441	264	60%	936	6,442	688%	2,487	7,151	288%
Monte Sereno	13	6	46%	9	12	133%	11	3	27%	8	14	175%	41	35	85%
Morgan Hill	317	98	31%	249	100	40%	246	43	17%	500	1,286	257%	1,312	1,527	116%
Mountain View	571	237	42%	388	28	7%	488	4	1%	1,152	2,387	207%	2,599	2,656	102%
Palo Alto	690	156	23%	543	9	2%	641	128	20%	986	787	80%	2,860	1,080	38%
San Jose	7,751	1,774	23%	5,322	1,038	20%	6,198	144	2%	15,450	13,073	85%	34,721	16,029	46%
Santa Clara	1,293	412	32%	914	111	12%	1,002	198	20%	2,664	5,952	223%	5,873	6,673	114%
Saratoga	90	0	0%	68	13	19%	77	5	6%	57	20	35%	292	38	13%
Sunnyvale	1,073	572	53%	708	402	57%	776	1,204	155%	1,869	2,403	129%	4,426	4,581	104%
Santa Clara County	253	58	23%	192	396	206%	232	166	72%	413	422	102%	1,090	1,042	96%
County Totals	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%	60,338	44,823	74%

SOLANO COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia	147	0	0%	99	3	3%	108	0	0%	178	94	53%	532	97	18%
Dixon	197	117	59%	98	4	4%	123	2	2%	310	20	6%	728	143	20%
Fairfield	873	0	0%	562	0	0%	675	33	5%	1,686	1,529	91%	3,796	1,562	41%
Rio Vista	213	23	11%	176	213	121%	207	426	206%	623	427	69%	1,219	1,089	89%
Suisun City	173	112	65%	109	81	74%	94	21	22%	234	206	88%	610	420	69%
Vacaville	754	14	2%	468	150	32%	515	582	113%	1,164	644	55%	2,901	1,390	48%
Vallejo	655	16	2%	468	13	3%	568	0	0%	1,409	210	15%	3,100	239	8%
Solano County ^{5,6,7}	26	1	4%	16	17	106%	18	3	17%	39	11	28%	99	32	32%
County Totals	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%	12,985	4,972	38%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

SONOMA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale	71	2	3%	61	1	2%	81	39	48%	204	0	0%	417	42	10%
Cotati	67	0	0%	36	2	6%	45	5	11%	109	11	10%	257	18	7%
Healdsburg	71	60	85%	48	23	48%	55	8	15%	157	91	58%	331	182	55%
Petaluma	522	136	26%	352	53	15%	370	28	8%	701	645	92%	1,945	862	44%
Rohnert Park ³	371	24	6%	231	0	0%	273	1	0%	679	6	1%	1,554	31	2%
Santa Rosa	1,520	323	21%	996	481	48%	1,122	646	58%	2,896	1,100	38%	6,534	2,550	39%
Sebastopol	32	37	116%	28	62	221%	29	9	31%	87	35	40%	176	143	81%
Sonoma	73	40	55%	55	32	58%	69	29	42%	156	84	54%	353	185	52%
Windsor	198	52	26%	130	36	28%	137	28	20%	254	53	21%	719	169	24%
Sonoma County	319	41	13%	217	136	63%	264	240	91%	564	1,040	184%	1,364	1,457	107%
County Totals	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%	13,650	5,639	41%

1 No data available permits issued in 2013 or 2014

2 Data provided by local staff. Building permits finalized.

3 Data from RHNA 4 (2007-2014) Housing Element.

4 No data available for this jurisdiction

5 Data is for Certificates of Occupancy issued.

6 Jurisdiction did not specify very low income units; ABAG counted all units affordable to below 80% AMI as low income

7 Data from RHNA 5 Housing Element (2014-2022).

8 Data is available only for 2014

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

The following is a summary of housing permits issued for all Bay Area jurisdictions for the period between 2007 and 2014. This data was compiled primarily from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development. In certain instances when APR data was not available but could be found through other sources ABAG made use of the data sources below (whose use is noted in the spreadsheet):

- Adopted and certified housing elements for the period between 2007 and 2014
- Draft housing elements for the period between 2014-2022 or 2015-2023 depending on the jurisdiction
- Permitting information sent to ABAG directly by local planning staff
- Asterisks (*) are used to signify that no residential permitting data was available from a jurisdiction.

Source: http://abag.ca.gov/planning/housingneeds/pdf/resources/A_Place_to_Call_Home_2007.pdf

Bay Area	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	9,910	2,676	27%	5,138	2,442	48%	12,476	3,310	27%	19,269	25,517	132%	46,793	33,945	73%
Contra Costa	6,481	2,852	44%	3,741	3,480	93%	8,551	7,076	83%	15,937	34,548	217%	34,710	47,956	138%
Marin	1,241	528	43%	618	751	122%	1,726	1,040	60%	2,930	3,453	118%	6,515	5,772	89%
Napa	1,434	334	23%	1,019	483	47%	1,775	737	42%	2,835	3,691	130%	7,063	5,245	74%
San Francisco	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%
San Mateo	3,214	650	20%	1,567	818	52%	4,305	353	8%	7,219	8,468	117%	16,305	10,289	63%
Santa Clara	11,496	6,624	58%	5,209	6,435	124%	15,870	4,072	26%	25,416	35,704	140%	57,991	52,835	91%
Solano	3,697	548	15%	2,638	1,404	53%	4,761	2,314	49%	7,585	14,306	189%	18,681	18,572	99%
Sonoma	4,411	2,310	52%	3,029	2,800	92%	5,879	3,733	63%	8,994	12,128	135%	22,313	20,971	94%
Bay Area Totals	47,128	20,725	44%	25,085	19,714	79%	60,982	23,296	38%	97,548	149,289	153%	230,743	213,024	92%

ALAMEDA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda ¹	443	300	68%	265	36	14%	611	120	20%	843	496	59%	2,162	952	44%
Albany ¹	64	5	8%	33	10	30%	77	54	70%	103	91	88%	277	160	58%
Berkeley ¹	354	239	68%	150	257	171%	310	94	30%	455	762	167%	1,269	1,352	107%
Dublin ¹	796	263	33%	531	243	46%	1,441	378	26%	2,668	2,948	110%	5,436	3,832	70%
Emeryville ¹	178	124	70%	95	63	66%	226	183	81%	278	1,452	522%	777	1,822	234%
Fremont ¹	1,079	361	33%	636	142	22%	1,814	340	19%	3,179	2,128	67%	6,708	2,971	44%
Hayward ¹	625	117	19%	344	24	7%	834	833	100%	1,032	1,876	182%	2,835	2,850	101%
Livermore ¹	875	202	23%	482	259	54%	1,403	657	47%	2,347	2,628	112%	5,107	3,746	73%
Newark ¹	205	0	0%	111	0	0%	347	0	0%	587	314	53%	1,250	314	25%
Oakland ¹	2,238	610	27%	969	690	71%	1,959	155	8%	2,567	6,847	267%	7,733	8,302	107%
Piedmont ¹	6	0	0%	4	0	0%	10	0	0%	29	9	31%	49	9	18%
Pleasanton ¹	729	120	16%	455	410	90%	1,239	272	22%	2,636	1,589	60%	5,059	2,391	47%
San Leandro ¹	195	108	55%	107	0	0%	251	161	64%	317	1,245	393%	870	1,514	174%
Union City ¹	338	177	52%	189	55	29%	559	59	11%	865	1,561	180%	1,951	1,852	95%
Alameda County ¹	1,785	50	3%	767	253	33%	1,395	4	0%	1,363	1,571	115%	5,310	1,878	35%
County Totals	9,910	2,676	27%	5,138	2,442	48%	12,476	3,310	27%	19,269	25,517	132%	46,793	33,945	73%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

CONTRA COSTA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch ¹	921	435	47%	509	403	79%	1,156	1,923	166%	1,873	3,213	172%	4,459	5,974	134%
Brentwood ¹	906	376	42%	476	238	50%	958	2,166	226%	1,733	7,687	444%	4,073	10,467	257%
Clayton ¹	55	67	122%	33	17	52%	84	16	19%	274	119	43%	446	219	49%
Concord ¹	453	171	38%	273	115	42%	606	76	13%	987	2,411	244%	2,319	2,773	120%
Danville ³	140	85	61%	88	56	64%	216	84	39%	666	496	74%	1,110	721	65%
El Cerrito ¹	37	0	0%	23	5	22%	48	19	40%	77	210	273%	185	234	126%
Hercules ¹	101	96	95%	62	68	110%	195	93	48%	434	1,818	419%	792	2,075	262%
Lafayette ¹	30	15	50%	17	2	12%	42	0	0%	105	186	177%	194	203	105%
Martinez ²	248	0	0%	139	0	0%	341	0	0%	613	424	69%	1,341	424	32%
Moraga ¹	32	21	66%	17	0	0%	45	0	0%	120	65	54%	214	86	40%
Oakley ¹	209	168	80%	125	293	234%	321	51	16%	553	1,888	341%	1,208	2,400	199%
Orinda ²	31	0	0%	18	0	0%	43	0	0%	129	157	122%	221	157	71%
Pinole ¹	48	34	71%	35	6	17%	74	80	108%	131	52	40%	288	172	60%
Pittsburg ¹	534	247	46%	296	381	129%	696	800	115%	987	2,477	251%	2,513	3,905	155%
Pleasant Hill ¹	129	95	74%	79	69	87%	175	226	129%	331	362	109%	714	752	105%
Richmond ¹	471	200	42%	273	1,093	400%	625	131	21%	1,234	805	65%	2,603	2,229	86%
San Pablo ¹	147	214	146%	69	70	101%	123	16	13%	155	366	236%	494	666	135%
San Ramon ¹	599	157	26%	372	407	109%	984	1,143	116%	2,492	5,538	222%	4,447	7,245	163%
Walnut Creek ¹	289	99	34%	195	80	41%	418	175	42%	751	1,123	150%	1,653	1,477	89%
Contra Costa County ¹	1,101	372	34%	642	177	28%	1,401	77	5%	2,292	5,151	225%	5,436	5,777	106%
County Totals	6,481	2,852	44%	3,741	3,480	93%	8,551	7,076	83%	15,937	34,548	217%	34,710	47,956	138%

MARIN COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere ¹	1	0	0%	1	0	0%	2	2	100%	6	7	117%	10	9	90%
Corte Madera ¹	29	0	0%	17	0	0%	46	0	0%	87	99	114%	179	99	55%
Fairfax ¹	12	0	0%	7	0	0%	19	0	0%	26	18	69%	64	18	28%
Larkspur ¹	56	7	13%	29	6	21%	85	3	4%	133	37	28%	303	53	17%
Mill Valley ¹	40	69	173%	21	28	133%	56	41	73%	108	32	30%	225	170	76%
Novato ¹	476	297	62%	242	527	218%	734	496	68%	1,130	1,646	146%	2,582	2,966	115%
Ross ²	3	0	0%	2	0	0%	5	0	0%	11	22	200%	21	22	105%
San Anselmo ²	32	0	0%	13	0	0%	39	0	0%	65	70	108%	149	70	47%
San Rafael ¹	445	25	6%	207	87	42%	562	388	69%	876	684	78%	2,090	1,184	57%
Sausalito ¹	36	22	61%	17	0	0%	50	0	0%	104	51	49%	207	73	35%
Tiburon ¹	26	4	15%	14	3	21%	32	0	0%	92	144	157%	164	151	92%
Marin County ¹	85	104	122%	48	100	208%	96	110	115%	292	643	220%	521	957	184%
County Totals	1,241	528	43%	618	751	122%	1,726	1,040	60%	2,930	3,453	118%	6,515	5,772	89%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
NAPA COUNTY															
American Canyon ¹	230	114	50%	181	60	33%	353	51	14%	559	2,110	377%	1,323	2,335	176%
Calistoga ³	44	3	7%	31	15	48%	41	0	0%	57	60	105%	173	78	45%
Napa ¹	703	177	25%	500	351	70%	859	582	68%	1,307	1,287	98%	3,369	2,397	71%
St. Helena ¹	31	10	32%	20	10	50%	36	22	61%	55	82	149%	142	124	87%
Yountville ¹	21	0	0%	15	2	13%	20	19	95%	31	46	148%	87	67	77%
Napa County ¹	405	30	7%	272	45	17%	466	63	14%	826	106	13%	1,969	244	12%
County Totals	1,434	334	23%	1,019	483	47%	1,775	737	42%	2,835	3,691	130%	7,063	5,245	74%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
SAN FRANCISCO COUNTY															
San Francisco ¹	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%
County Totals	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
SAN MATEO COUNTY															
Atherton ¹	22	0	0%	10	0	0%	27	0	0%	107	5	5%	166	5	3%
Belmont ¹	57	24	42%	30	20	67%	80	10	13%	150	287	191%	317	341	108%
Brisbane ¹	107	7	7%	43	1	2%	112	7	6%	164	93	57%	426	108	25%
Burlingame ¹	110	0	0%	56	0	0%	157	72	46%	242	32	13%	565	104	18%
Colma ²	17	0	0%	8	73	913%	21	0	0%	28	14	50%	74	87	118%
Daly City ¹	282	11	4%	139	22	16%	392	0	0%	578	383	66%	1,391	416	30%
East Palo Alto ³	358	57	16%	148	155	105%	349	15	4%	427	492	115%	1,282	719	56%
Foster City ¹	96	88	92%	53	0	0%	166	44	27%	375	401	107%	690	533	77%
Half Moon Bay ²	86	0	0%	42	106	252%	104	0	0%	226	250	111%	458	356	78%
Hillsborough ³	11	0	0%	5	15	300%	14	19	136%	54	109	202%	84	143	170%
Menlo Park ²	184	0	0%	90	0	0%	245	11	4%	463	204	44%	982	215	22%
Millbrae ¹	67	0	0%	32	0	0%	90	0	0%	154	262	170%	343	262	76%
Pacifica ¹	120	0	0%	60	10	17%	181	0	0%	305	169	55%	666	179	27%
Portola Valley ¹	13	12	92%	5	3	60%	13	2	15%	51	44	86%	82	61	74%
Redwood City ¹	534	36	7%	256	70	27%	660	18	3%	1,094	341	31%	2,544	465	18%
San Bruno ¹	72	138	192%	39	187	479%	110	0	0%	157	542	345%	378	867	229%
San Carlos ²	65	0	0%	32	0	0%	89	1	1%	182	207	114%	368	208	57%
San Mateo ¹	479	125	26%	239	85	36%	673	50	7%	1,046	1,511	144%	2,437	1,771	73%
South San Francisco ¹	277	121	44%	131	71	54%	360	104	29%	563	1,014	180%	1,331	1,310	98%
Woodside ²	5	0	0%	3	0	0%	8	0	0%	25	126	504%	41	126	307%
San Mateo County ¹	252	31	12%	146	0	0%	454	0	0%	828	1,982	239%	1,680	2,013	120%
County Totals	3,214	650	20%	1,567	818	52%	4,305	353	8%	7,219	8,468	117%	16,305	10,289	63%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

SANTA CLARA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell ¹	165	23	14%	77	14	18%	214	98	46%	321	482	150%	777	617	79%
Cupertino ¹	412	36	9%	198	12	6%	644	79	12%	1,466	1,212	83%	2,720	1,339	49%
Gilroy ¹	906	189	21%	334	327	98%	1,030	425	41%	1,476	1,636	111%	3,746	2,577	69%
Los Altos ¹	38	24	63%	20	16	80%	56	2	4%	147	705	480%	261	747	286%
Los Altos Hills ¹	10	26	260%	5	6	120%	15	5	33%	53	195	368%	83	232	280%
Los Gatos ¹	72	13	18%	35	73	209%	97	16	16%	198	505	255%	402	607	151%
Milpitas ¹	698	524	75%	351	177	50%	1,146	464	40%	2,153	2,153	100%	4,348	3,318	76%
Monte Sereno ¹	10	12	120%	5	7	140%	13	15	115%	48	59	123%	76	93	122%
Morgan Hill ¹	455	258	57%	228	298	131%	615	313	51%	1,186	1,466	124%	2,484	2,335	94%
Mountain View ¹	698	118	17%	331	5	2%	991	128	13%	1,403	1,233	88%	3,423	1,484	43%
Palo Alto ¹	265	214	81%	116	130	112%	343	134	39%	673	1,955	290%	1,397	2,433	174%
San Jose ¹	5,337	4,415	83%	2,364	3,886	164%	7,086	776	11%	11,327	18,184	161%	26,114	27,261	104%
Santa Clara ¹	1,294	279	22%	590	479	81%	1,786	665	37%	2,669	3,340	125%	6,339	4,763	75%
Saratoga ¹	75	60	80%	36	1	3%	108	108	100%	320	455	142%	539	624	116%
Sunnyvale ¹	736	108	15%	361	846	234%	1,075	692	64%	1,664	1,338	80%	3,836	2,984	78%
Santa Clara County ¹	325	325	100%	158	158	100%	651	152	23%	312	786	252%	1,446	1,421	98%
County Totals	11,496	6,624	58%	5,209	6,435	124%	15,870	4,072	26%	25,416	35,704	140%	57,991	52,835	91%

SOLANO COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia ⁴	70	54	77%	49	128	261%	90	165	183%	204	385	189%	413	732	177%
Dixon ³	268	0	0%	237	0	0%	379	15	4%	580	1,002	173%	1,464	1,017	69%
Fairfield ¹	761	57	7%	573	192	34%	972	631	65%	1,506	5,421	360%	3,812	6,301	165%
Rio Vista ²	357	12	3%	190	27	14%	342	0	0%	502	1,679	334%	1,391	1,718	124%
Suisun City ¹	191	16	8%	123	64	52%	256	36	14%	434	890	205%	1,004	1,006	100%
Vacaville ¹	860	87	10%	629	691	110%	1,172	1,463	125%	1,975	2,165	110%	4,636	4,406	95%
Vallejo ¹	690	322	47%	474	231	49%	779	4	1%	1,299	2,408	185%	3,242	2,965	91%
Solano County ¹	500	0	0%	363	71	20%	771	0	0%	1,085	356	33%	2,719	427	16%
County Totals	3,697	548	15%	2,638	1,404	53%	4,761	2,314	49%	7,585	14,306	189%	18,681	18,572	99%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

SONOMA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale ¹	95	104	109%	51	59	116%	128	138	108%	149	721	484%	423	1,022	242%
Cotati ¹	113	74	65%	63	40	63%	166	59	36%	225	347	154%	567	520	92%
Healdsburg ¹	112	76	68%	78	112	144%	171	31	18%	212	297	140%	573	516	90%
Petaluma ¹	206	250	121%	124	201	162%	312	361	116%	502	944	188%	1,144	1,756	153%
Rohnert Park ¹	401	293	73%	270	467	173%	597	546	91%	856	1,551	181%	2,124	2,857	135%
Santa Rosa ¹	1,539	591	38%	970	1,338	138%	2,120	2,154	102%	3,025	4,241	140%	7,654	8,324	109%
Sebastopol ¹	58	0	0%	35	5	14%	75	28	37%	106	88	83%	274	121	44%
Sonoma ¹	146	111	76%	90	68	76%	188	66	35%	260	587	226%	684	832	122%
Windsor ¹	430	161	37%	232	171	74%	559	33	6%	850	1,516	178%	2,071	1,881	91%
Sonoma County ¹	1,311	650	50%	1,116	339	30%	1,563	317	20%	2,809	1,836	65%	6,799	3,142	46%
County Totals	4,411	2,310	52%	3,029	2,800	92%	5,879	3,733	63%	8,994	12,128	135%	22,313	20,971	94%

1 Data was provided by local planning or housing staff.

2 Data was estimated by ABAG staff. Total housing units based on data from the Construction Industry Research Board. Estimates of affordable units in the low- and very low-income categories with Debt Limit Allocation Committee and California Tax Allocation Committee data. Projects were identified as "Placed in Service" and having received funding between 1998 and 2005. ABAG staff reports that projects that received funding from both sources were not double counted. Redevelopment Agency reports to the State Department of Housing and Community Development were used to estimate production. This data may include rehabilitated units as well as new construction.

3 Data for 1999-2005 was provided by local planning or housing staff. ABAG staff estimated data for 2006.

4 Partial data provided by local planning or housing staff. Other data estimated by ABAG staff.

OneBayArea Grant

OBAG 2 Proposal

Metropolitan Transportation Commission

November 18, 2015



OBAG 2: County Distribution Formula Options

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>1. Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>2. Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>3. Housing Production</i>	50%	50%	0%	60%

Note: OBAG 2 based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).

*Includes moderate as well as low and very low income levels for RHNA and housing production.

OBAG 2: Formula Shares by County

County	OBAG 2 <i>1. Affordable Housing</i>		OBAG 2 <i>2. Affordable + Moderate</i>		OBAG 2 <i>3. Housing Production</i>	
	% Share	Amount \$ in millions	% Share	Amount \$ in millions	% Share	Amount \$ in millions
Alameda	20.1%	\$71	19.8%	\$70	19.2%	\$68
Contra Costa	13.7%	\$48	14.7%	\$52	14.1%	\$50
Marin	2.8%	\$10	2.8%	\$10	3.0%	\$11
Napa	2.2%	\$8	2.2%	\$8	2.2%	\$8
San Francisco	12.9%	\$45	12.3%	\$43	13.4%	\$47
San Mateo	8.5%	\$30	8.5%	\$30	7.9%	\$28
Santa Clara	27.7%	\$98	27.1%	\$96	27.3%	\$97
Solano	5.2%	\$18	5.5%	\$19	5.4%	\$19
Sonoma	7.1%	\$25	7.2%	\$26	7.7%	\$27

Note: Distributions include SRTS and FAS and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

OBAG 2: Formula Shares by County

County	OBAG 2 <i>1. Affordable Housing</i>		OBAG 2 <i>2. Affordable + Moderate</i>		OBAG 2 <i>3. Housing Production</i>	
	1b. Uncapped % Share	1a. Capped % Share	2b. Uncapped % Share	2a. Capped % Share	3b. Uncapped % Share	3a. Capped % Share
Alameda	20.1%	20.2%	19.8%	19.9%	19.2%	19.3%
Contra Costa	13.7%	13.5%	14.7%	14.6%	14.1%	13.9%
Marin	2.8%	2.8%	2.8%	2.8%	3.0%	3.0%
Napa	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
San Francisco	12.9%	13.0%	12.3%	12.4%	13.4%	13.6%
San Mateo	8.5%	8.5%	8.5%	8.4%	7.9%	7.8%
Santa Clara	27.7%	27.5%	27.1%	26.9%	27.3%	27.1%
Solano	5.2%	5.2%	5.5%	5.5%	5.4%	5.4%
Sonoma	7.1%	7.1%	7.2%	7.2%	7.7%	7.7%

Note: Distributions include SRTS and FAS and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

Date: November 18, 2015
W.I.: 1512
Referred by: P&A

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

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**OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy**

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- Appendix A-9 Priority Conservation Area (PCA) Implementation
- Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202

The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. The programming capacity estimated for OBAG 2 amounts to \$790 million (down from \$827 million programmed with OBAG 1). The decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program).

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to

the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than OBAG 1 revenues.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

The OBAG program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs are introduced with OBAG 2 and the funding reduction is spread among the various transportation needs supported in OBAG 1.

- The regional pot of funding decreases by 4%. With the exception of regional planning activities (which grows to account for escalation) and the Priority Conservation Area (PCA) program (which receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at, or decreased from, their OBAG 1 funding levels.
- The base OBAG 2 county program decreases by 4%, primarily due to the elimination of the federal Transportation Enhancement (TE) program which contributed to the OBAG 1 funding pot. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

At the request of the Commission at the July 2015 meeting of the Programming and Allocations Committee, staff developed three alternative OBAG 2 county distribution formulas for consideration (the alternatives are depicted in Attachment 2 to the November 4, 2015 Programming and Allocations Committee item). In comparison to the OBAG 1 formula, each of these alternatives place an additional emphasis on affordable housing. One of the alternatives expands the definition of affordable housing to include housing for moderate income households. Another alternative focuses on housing production, removing consideration of RHNA from the formula. This section will be updated to reflect the county distribution adopted by the Commission.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirements

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Elements Requirements

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Anti-Displacement Policies

Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.

6. Continue Transparency and Outreach to the Public Throughout the Process:

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMAA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMAA reporting requirements are provided in Appendix A-10, the Checklist for CMAA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.
- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.
- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://www.mtc.ca.gov/funding/obag2>
- 7. Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- ▶ **Federal Project Eligibility:** STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- ▶ **RTP Consistency:** Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- ▶ **Complete Streets Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- **Project Delivery and Monitoring:** OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves 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. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- ▶ **Funding Exchange:** Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.
- ▶ **Local Match:** Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- ▶ **Fixed Program and Specific Project Selection:** Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking

demand analysis, infrastructure development, implementation planning and financing strategies and strategies to advance the Air District's Planning Healthy Places guidelines¹. The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

5. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

¹ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016.

6. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

7. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School
 - Priority Conservation Areas
 - Federal Aid Secondary (FAS) Improvements

- ▶ Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA

minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.

- PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.
 - PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.
- ▶ Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
- Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by ~~October 31, 2016~~[January 31, 2017](#), with all associated project information submitted to MTC using the Fund Management System (FMS) by ~~November 30, 2016~~[February 28, 2017](#). On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination

with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
 - OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
 - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
- Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
- Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.
- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- Anti-Displacement Policies. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.
- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP. CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, and the methodology used for distributing funds within the county;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all of eligibility requirements throughout this document as well as in federal statutes and

regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must

fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

▶ Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

▶ Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

▶ Non-Pavement:

Eligible non-pavement activities and projects 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. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing complete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as 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, garbage and recycling bins.
- 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 for customers; the 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. Selected projects may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
 - Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options

- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient.

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds “off the top” before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California’s Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally

competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

OBAG 2 Program Categories FY 2017-18 through FY 2019-22 November 2015

Regional Program		OBAG 1		OBAG 2	
		Regional Distribution		% Share	Amount
Regional Categories		\$499		\$436	
1	Regional Planning Activities	2%	\$8	2%	\$10
2	Pavement Management Program	2%	\$9	2%	\$9
3	Regional PDA Planning & Implementation	4%	\$20	5%	\$20
4	Climate Initiatives	4%	\$22	5%	\$22
5	Priority Conservation Area	2%	\$10	4%	\$16
6	Regional Active Operational Management	37%	\$184	39%	\$170
7	Transit Capital Priorities	40%	\$201	43%	\$189
		\$454		Regional Program Total: 55% \$436	
Local PDA Planning (<i>within county program for OBAG 2</i>)		4%	\$20		
Safe Routes To School (<i>Moved to county program for OBAG 2</i>)		5%	\$25		
Federal-Aid Secondary - FAS (<i>within county program for OBAG 2</i>)		-	-		
		9% \$45			
Regional Program Total:		\$499		OBAG 2 Total: 55% \$436	

County Program	OBAG 1		OBAG 2			
	Base Formula STP/CMAQ/TE * with adjustments	Final Distribution Including SRTS & PDA	Base Formula - Proposed - with adjustments	SRTS **	FAS **	Total - Proposed - Distribution ***
Counties Total						
Total:	\$327	\$372	\$316	\$25	\$13	45% \$354

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OBAG Total:	OBAG 1: \$827	OBAG 2: \$790
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* **OBAG 1:** In OBAG 1, the county CMAAs received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ

* **OBAG 1:** RTIP-TE funding is no longer part of OBAG 2

** **SRTS:** SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment

** **FAS:** Federal-Aid Secondary (FAS) distributed based by statutory requirements.

** **FAS:** San Francisco has no rural roads and therefore is not subject to State Statute requirements regarding Federal-Aid Secondary (FAS) guarantee

*** **OBAG2:** Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

OBAG 2 County Fund Distribution FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - Base Funding Formula Distribution

County	OBAG 2 Base *	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	TBD	70%	70/30	TBD	TBD
Contra Costa	TBD	70%	70/30	TBD	TBD
Marin	TBD	50%	50/50	TBD	TBD
Napa	TBD	50%	50/50	TBD	TBD
San Francisco	TBD	70%	70/30	TBD	TBD
San Mateo	TBD	70%	70/30	TBD	TBD
Santa Clara	TBD	70%	70/30	TBD	TBD
Solano	TBD	50%	50/50	TBD	TBD
Sonoma	TBD	50%	50/50	TBD	TBD
Total:	TBD			TBD	TBD

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- * OBAG 2 County Base amount subject to PDA investment - does not include SRTS, FAS or PCA
- * Includes adjustment to ensure a county's base planning activities is no more than 50% of the total distribution

Appendix A-3

OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Napa	NCTPA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000

OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					Total
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Regional Planning Total:	\$1,800,000	\$1,835,000	\$1,873,000	\$1,910,000	\$1,948,000	\$1,989,000	\$9,555,000

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* 2% escalation from FY 2016-17 Planning Base

\$48,571,000

Appendix A-4

**OBAG 2
Federal-Aid Secondary
FY 2017-18 through FY 2021-22
November 2015**

OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS			
	Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	Total OBAG 2 Rounded
			5	
Alameda	14.2%	\$355,761	\$1,778,805	\$1,779,000
Contra Costa	10.7%	\$268,441	\$1,342,205	\$1,343,000
Marin	6.7%	\$167,509	\$837,545	\$838,000
Napa	9.5%	\$237,648	\$1,188,240	\$1,189,000
San Francisco **	0.0%	\$0	\$0	\$0
San Mateo	7.1%	\$178,268	\$891,340	\$892,000
Santa Clara	13.6%	\$340,149	\$1,700,745	\$1,701,000
Solano	12.0%	\$301,159	\$1,505,795	\$1,506,000
Sonoma	26.1%	\$652,790	\$3,263,950	\$3,264,000
Total:	100.0%	\$2,501,725	\$12,508,625	\$12,512,000

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2 Safe Routes to School County FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	\$5,340,000
Contra Costa	173,020	15,825	188,845	16.4%	\$4,088,000
Marin	32,793	7,104	39,897	3.5%	\$864,000
Napa	20,868	2,913	23,781	2.1%	\$515,000
San Francisco	58,394	24,657	83,051	7.2%	\$1,797,000
San Mateo	94,667	15,927	110,594	9.6%	\$2,394,000
Santa Clara	276,175	41,577	317,752	27.5%	\$6,878,000
Solano	63,825	4,051	67,876	5.9%	\$1,469,000
Sonoma	70,932	5,504	76,436	6.6%	\$1,655,000
Total:	1,013,355	141,594	1,154,949	100%	\$25,000,000

\\mtcfs2.ad.mtc.ca.gov\j_drive\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\County Fund Distribution\[OBAG 2 Dist CAPPED_for print MLA.xlsx]COMMISSION MEMO

* From California Department of Education for FY 2013-14

Appendix A-6

**OBAG 2
 Priority Conservation Area
 FY 2017-18 through FY 2021-22
 November 2015**

OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
Northbay Program	
Marin	\$2,050,000
Napa	\$2,050,000
Solano	\$2,050,000
Sonoma	\$2,050,000
Subtotal:	\$8,200,000
Remaining Counties Competitive Program	
Subtotal:	\$8,200,000
Total	
Total:	\$16,400,000

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. Public Involvement and Outreach

Conduct countywide outreach to stakeholders and the public to solicit project ideas.

CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:

- Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm;
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

Document the outreach effort undertaken for the local call for projects. CMAs are to provide MTC with a:

- o Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

2. Agency Coordination

- **Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.** CMAs will assist with agency coordination by:
 - o Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
 - o Documenting the steps taken to engage the above-listed organizations.

3. Title VI Responsibilities

- **Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.**
 - o Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
 - o Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
 - o Document the steps taken to engage underserved communities.
 - o For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.mtc.ca.gov/get_involved/participation_plan.htm.
 - o Additional resources are available at:
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals². The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

² Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

(3) Establishing Local Funding Priorities

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
 - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
 - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Investments that are consistent with Air District’s Planning Healthy Places³**
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAs will provide a status report update every two years.

³ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places>.

APPENDIX A-9: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned “project-by-project” approach.

The PCA program is split into two elements:

1. North Bay Program (\$8 million)
2. Peninsula, Southern and Eastern Counties Program (\$8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	<ul style="list-style-type: none"> • \$8 million
Screening Criteria	<ul style="list-style-type: none"> • PCA Designation: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/. • Regionally Significant: Indicators of regional significance include a project’s contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at http://www.bayarealands.org/reports/), countywide Plans or ABAG’s PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves. • Open Space Protection In Place: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • Non-Federal Local Match: 2:1 minimum match

	<ul style="list-style-type: none"> • Meets Program Goals: Projects that meet one of the following program goals (subject to funding eligibility—see below): <ul style="list-style-type: none"> ○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a). ○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. ○ Supports the agricultural economy of the region. ○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
<p>Eligible Applicants</p>	<ul style="list-style-type: none"> • Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).
<p>Emphasis Areas / Eligible Projects</p>	<p>Eligible Projects</p> <ol style="list-style-type: none"> 1. Planning Activities 2. Pedestrian and Bicycle Facilities/ Infrastructure: On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. Visual Enhancements: Construction of turnouts, overlooks and viewing areas. 4. Habitat / Environmental Enhancements: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands: Parks and

	<p>open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.</p> <p>6. Urban Greening: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</p> <p>Note: MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC’s fund exchange policy (MTC Resolution No. 3331).</p>
<p>Project Selection</p>	<p>Coastal Conservancy Partnership Program: MTC will provide \$8 million of federal transportation funds which will be combined with the Coastal Conservancy’s own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.</p>

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>.

APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202

One Bay Area Grant (OBAG 2) Checklist for CMA Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

CMA Call for Projects Guidance: Appendix A-7

1. Public Involvement and Outreach, Agency Coordination, and Title VI	YES	NO	N/A
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA performed agency coordination consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PDA Investment and Growth Strategy: Appendix A-8

2. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 1

b.	Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Has the CMA’s staff or consultant designee participated in TAC meetings established through the local jurisdiction’s planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Planning Objectives to Inform Project Priorities	YES	NO	N/A
a.	Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1.	By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

4. Establishing Local Funding Priorities	YES	NO	N/A
<p>a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?</p> <ol style="list-style-type: none"> 1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as: <ol style="list-style-type: none"> a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units; b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs; c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.). 2. Projects located in Communities of Concern (COC) as defined by MTC: <ol style="list-style-type: none"> a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans. 3. PDAs with affordable housing preservation, creation strategies and community stabilization policies. 4. Investments that are consistent with the Air District’s Planning Healthy Places guidelines.¹ 5. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places>.

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 3

- | | | | |
|--|--------------------------|--------------------------|--------------------------|
| b. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

PDA Policies

5. PDA Minimum Investment Targets	YES	NO	N/A
a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA submitted the documentation from item 6c, above, to MTC as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Project Selection Policies

6. Project Selection	YES	NO	N/A
a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance?	(See 1 & 2)		
b. Has the CMA issued a unified call for projects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA submitted a board adopted list of projects to MTC by October 31, 2016 <u>January 31, 2017</u> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| d. Does the CMA acknowledge that all selected projects must be submitted into MTC’s Fund Management System (FMS) along with a Resolution of Local Support no later than November 30, 2016 <u>February 28, 2017</u> ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Does the CMA affirm that the projects recommended for funding meet the following requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1. Are consistent with the current Regional Transportation Plan (Plan Bay Area); | | | |
| 2. Have completed project-specific Complete Streets Checklists; | | | |
| f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC’s Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1. Half of the CMA’s OBAG 2 funds, must be obligated by January 31, 2020; and | | | |
| 2. All remaining OBAG 2 funds must be obligated by January 31, 2023. | | | |

Performance and Accountability Policies

7. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met, or are making progress in meeting, the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, local streets and roads, and transit agency project locations as set forth in pages 16-18 of MTC Resolution 4202? <i>Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 5

8. Completion of Checklist	YES	NO	N/A
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Has the CMA completed all section of this checklist?

If the CMA has checked "NO" or "N/A" to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

Attachments

- Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).
- Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 6

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to MTC by:

Signature

Date

CMA Executive Director

One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC’s Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Adopting a Complete Streets resolution incorporating MTC’s nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.			
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Housing Element Certification	YES	NO	N/A
a. Has the jurisdiction’s General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? <u>If not, has the jurisdiction’s Housing Element been fully certified by HCD by June 30, 2016?</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 1

c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding?

d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist?

3. Local Streets and Roads **YES NO N/A**

a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)?

b. Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey?

c. Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)?

4. Projects Sponsored by Other Agencies **YES NO N/A**

a. Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)?

5. Regional Project Delivery Requirements **YES NO N/A**

a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding?

6. Anti-Displacement **YES NO N/A**

a. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 2

7. Completion of Checklist	YES	NO	N/A
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Has the jurisdiction completed all sections of this checklist?

If the jurisdiction has checked “NO” or “N/A” to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

- Documentation of local jurisdiction’s compliance with MTC’s Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- Documentation of compliance with MTC’s Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 3

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to <INSERT NAME>City/County by:

Signature

Date

City Manager/Administrator or designee



DATE: November 23, 2015
TO: STA Board
FROM: Anthony Adams, Assistant Project Manager
RE: State Transportation Improvement Program (STIP) Update

Background:

The California Gas Tax is divided into two separate revenue streams, the “base tax” and the “price-based tax.” The “base tax” does not fluctuate and has been at \$0.18 since 1994. The “price-based tax” is dependent on the price of gasoline, so if the price of gas increases or decreases in California, the amount of revenue collected from the price-based tax also increases or decreases as well. As the price of gasoline has been decreasing since late 2014, for fiscal year 2015-16 the Board of Equalization decreased the price-based tax from \$0.18 a gallon to \$0.12 a gallon. This decrease in revenue resulted in an approximate 25% reduction in local streets & roads funding for Solano County and a 66% reduction in total State Transportation Improvement Program (STIP) funding (Attachment A).

As part of the Price-Based State Gas Tax distribution, the STIP is a biennial five-year plan adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Each county within California receives “county shares” that are allocated every two years. State law requires the CTC to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.

The Solano Transportation Authority has been “banking” Solano County’s STIP shares for the past decade to save the amount necessary to proceed with construction of various phases of the Jepson Parkway. Two segments of the Jepson Parkway project, one in Vacaville and one in Fairfield, are ready for construction this fiscal year, pending availability of STIP funding.

Discussion:

The decrease in California gas tax revenue has taken a particularly hard hit on the STIP program. With a large decrease in funding availability for fiscal year 2015-16, resulting in nearly \$150M in projects over-programmed. There are \$400 million in STIP projects to be allocated and only \$250 million in STIP available. This means there is not enough capacity to fund some STIP projects previously programmed for this fiscal year. The new 2016 STIP fund estimates No New Capacity for projects (Attachment B). This dire STIP funding situation might have an impact locally in two capacities.

As mentioned previously, the STA has been saving Solano County STIP shares for many years, with the goal of saving enough to complete individual phases of the Jepson Parkway project. For FY 2015-16, two segments of Jepson Parkway, one by the new Fairfield/Vacaville train station and the other on Leisure Town Rd from Vanden Rd to Elmira Rd, are ready for construction and have requested funding allocations in the amount of \$33.4 million each. Due to limited funding

capacity, the California Transportation Commission (CTC) has informed the STA that there is a possibility that neither of the segments requesting allocation would be funded this year. Because there is a significant current and long-term shortfall between available funding and the amount programmed for projects, some projects will not be funded in the year in which they are programmed, with no guarantee that they will be funded in future years (Attachment D).

The STA uses Planning, Programming, and Monitoring (PPM) funds provided by the STIP in its annual budget. This funding source provides funds for the project department and helps to pay for STA staff to plan, program and monitor funding within the county. The 2014 STIP PPM share for Solano County for Fiscal Years (FYs) 2017-18, and FY 2018-19 totaled \$407,000 (Attachment C). The current 2016 STIP funding situation indicates that no new PPM funding would be available in future years. This means that Solano could potentially lose out on approximately over \$400k for fiscal years FY 2019-20 and FY 2020-21. These funds will need to be replaced by the new cycle of OBAG's Surface Transportation Program (STP) funds if STA wishes to continue to deliver projects.

To decide which projects will receive funding this fiscal year and in fiscal years going forward, projects are being prioritized by the CTC, with rail projects, highway projects, safety projects, and projects at risk of losing federal funding receiving the highest rankings. The Jepson Parkway project is not located on the state highway network and is not classified specifically as a safety project. Though a portion of the Vacaville segment requesting allocation this fiscal year does have \$3.6M in federal money programmed in the Highway Bridge Replacement (HBP) program. This programmed federal money may move the Vacaville segment of Jepson Parkway up in the rankings and place it in the prioritized list for fiscal year 2015-16 funding allocation. A potential positive for the Fairfield segment is that it is directly related to the opening of the new Fairfield/Vacaville train station. An initial decision on whether Solano's allocation requests will be accepted for this fiscal year will take place at the CTC meeting in December. STA staff is working with staff from CTC, MTC, and Fairfield and Vacaville to develop potential options for funding these two segments.

Fiscal Impact:

No new PPM funding for fiscal years FY 2019-20 and FY 2020-21; resulting in a loss of approximately \$400,000 over previous years. No STIP allocation by the CTC for two segments of the Jepson Parkway Project.

Recommendation:

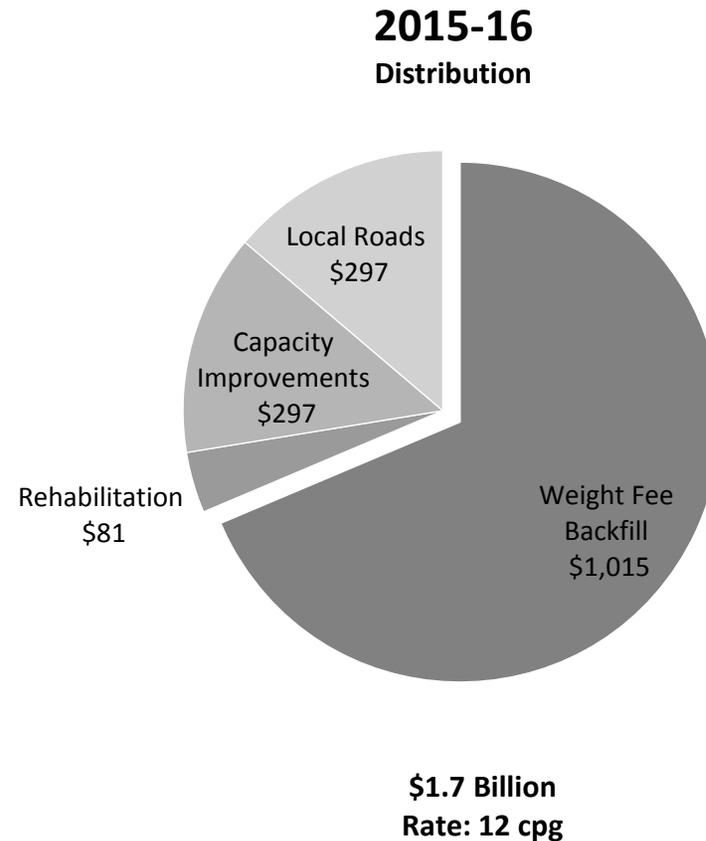
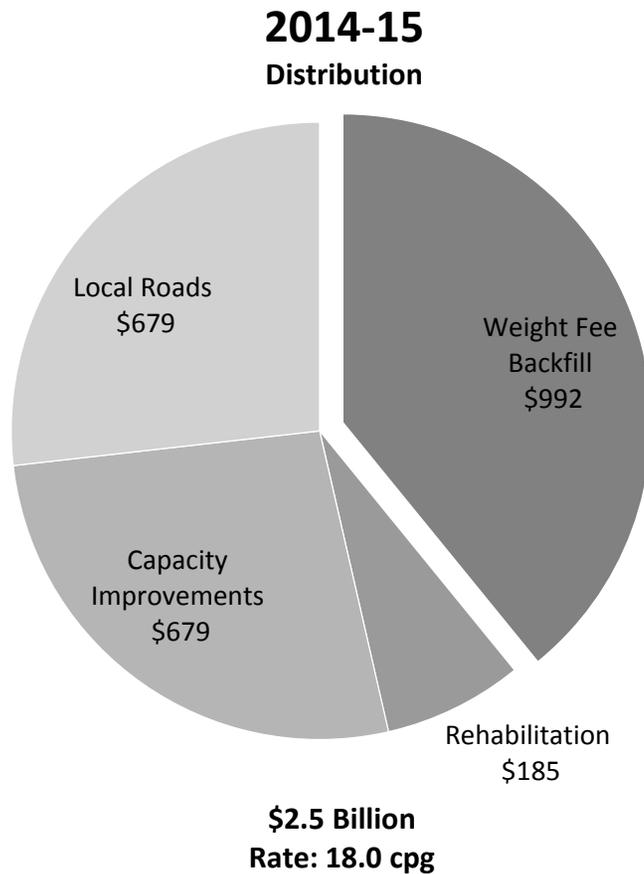
Informational.

Attachments:

- A. Fiscal Year 2014-15 to Fiscal Year 2015-16 State Gas Tax Revenue Estimate
- B. 2016 STIP Fund Estimate
- C. 2014 STIP Fund Estimate
- D. Future Fiscal Year STIP Estimated Revenue & Programmed Projects Shortfall

Price-Based Excise Tax Comparison

Based on Board of Equalization Estimate for 2015-16



Note: Does not include \$91 million in revenue associated with Off-Highway use.

Source: Department of Transportation 2015

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2016 STIP Fund Estimate County Targets

Metropolitan Transportation Commission

Table 1: County Share Targets

	2016 STIP New Program Targets
Alameda	0
Contra Costa	0
Marin	0
Napa	0
San Francisco	0
San Mateo	0
Santa Clara	0
Solano	0
Sonoma	0
Bay Area Totals	0

Note: While CTC did not provide annual targets, many existing projects may be re-programmed to the last two years (FY 2019-20 and FY 2020-21) due to capacity constraints.

*Table 2: Planning, Programming, and Monitoring Amounts
FY 2019-20 and FY 2020-21*

	2016 STIP New PPM Targets
Alameda	0
Contra Costa	0
Marin	0
Napa	0
San Francisco	0
San Mateo	0
Santa Clara	0
Solano	0
Sonoma	0
Bay Area Totals	0

Note: Existing PPM programming remains unchanged

J:\PROJECT\Funding\RTIP\16 RTIP&Ps\2016 STIP FE Targets 2015-08-04.xlsx]Sheet1

Revised 2014 STIP Fund Estimate County Targets

10/1/2013

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	c	a+b+c=d	e	d+e=f
	FY 2017-18 FY 2018-19 New Distrib.	2012 STIP Carryover Balance	Lapses and Expired TE Reserve*	2014 STIP Net Capacity	ARRA Backfill (Caldecott)	2014 STIP CMA Program Capacity
Alameda	31,785	2,000	0	33,785	(2,000)	31,785
Contra Costa	21,752	5,000	1,486	28,238	(5,000)	23,238
Marin	5,945	(39,820)	245	(33,630)		0
Napa	3,914	2,678	497	7,089		7,089
San Francisco	16,132	(2,827)	0	13,305		13,305
San Mateo	16,417	3,728	2,964	23,109		23,109
Santa Clara	37,760	(19,262)	2,518	21,016		21,016
Solano	9,852	1,256	0	11,108		11,108
Sonoma	12,113	(21,840)	1,204	(8,523)		0
Bay Area Totals	155,670	(69,087)	8,914	95,497	(7,000)	130,650

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2017-18 and FY 2018-19. Counties with negatives have a "\$0" new share/capacity.

* Prior year lapsed funds returned to county share, and County Share TE Reserve now expired.

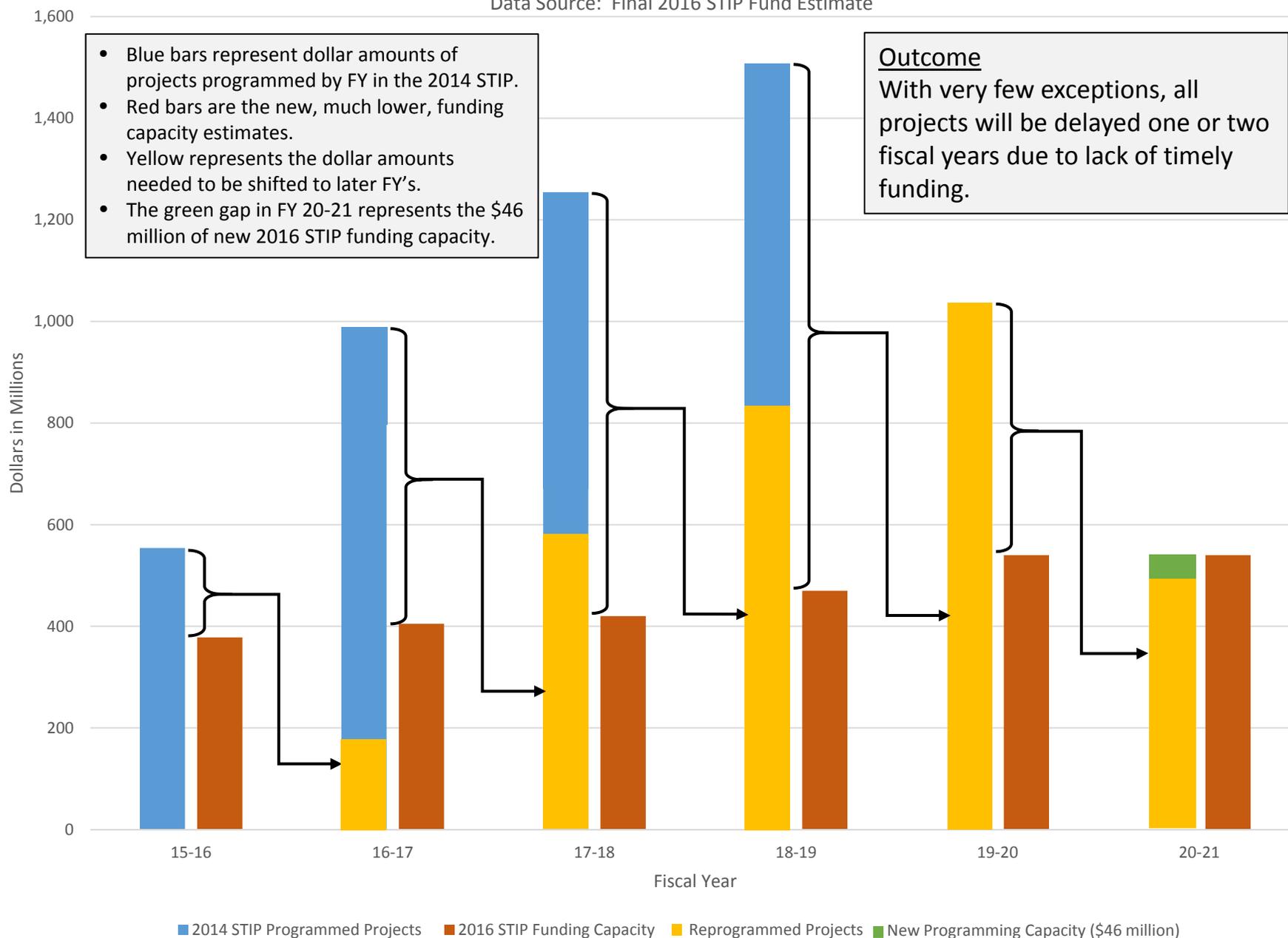
Table 2: Planning, Programming, and Monitoring Amounts
FY 2016-17, FY 2017-18, and FY 2018-19

	g	h	g-h=i	j	i-j	f-i
	PPM Limit FY 2016-17 FY 2017-18 FY 2018-19	Currently Programmed for FY 2016-17	PPM Available for Programming MTC+CMA	MTC Share for FY 2017-18 FY 2018-19	CMA Share for FY 2017-18 FY 2018-19	2014 STIP CMA Program Capacity less PPM**
Alameda	2,607	1,017	1,590	275	1,315	30,195
Contra Costa	1,782	694	1,088	179	909	22,150
Marin	487	190	297	51	246	0
Napa	321	125	196	31	165	6,893
San Francisco	1,321	514	807	140	667	12,498
San Mateo	1,352	531	821	145	676	22,288
Santa Clara	3,094	1,206	1,888	321	1,567	19,128
Solano	806	314	492	85	407	10,616
Sonoma	997	391	606	102	504	0
Bay Area Totals	12,767	4,982	7,785	1,329	6,456	123,768

** Assumes CMA programs up to PPM limit.

Schematic Illustrating How Lowered Funding Projections Necessitate Project Delays

Data Source: Final 2016 STIP Fund Estimate



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DATE: November 30, 2015
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2015.

Monthly legislative updates are provided by STA's State (Attachment A) and Federal (Attachment B) lobbyists for more detailed information. An updated Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

State Legislative Update (Shaw/Yoder/Antwih, Inc.):

Legislative Update

The Legislature is in the midst of its interim recess and will reconvene on January 4, 2016 to begin the second year of the two-year legislative session. On or before January 10, the Governor will release the Administration's proposed 2016-17 budget. In total, the Governor signed 808 bills and vetoed 133 bills in 2015.

The Governor's Special Session did not result in an agreement for long-term funding for transportation infrastructure. Assembly Transportation Committee Chair Jim Frazier (D-Antioch) continues to work on a long-term transportation funding package.

The State Board of Equalization is considering making another adjustment to the excise tax on gas due to the continued lower gas prices. The range is anywhere from 2 to 6 cents downward, which will devastate the STIP, and further reduce the amount of funding to cities and counties for local streets and roads. A formal announcement is expected in March, but our legislative advocates and many of our partner agencies throughout the state are already in discussions with state administrators about this issue.

STA, Caltrans and CHP staff met with Assemblyman Frazier and the Assembly Transportation Committee staff on November 9, 2015 to provide information and a tour of some of Solano's priority projects: I-80 Cordelia Truck Scales, I-80/I-680/SR 12 Interchange, Green Valley Initial Construction Package, Jepson Parkway, and SR 12 East to Rio Vista.

STA's state legislative advocate will work with STA staff to schedule project briefings in early 2016 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

Attachment A includes more details regarding the Transportation Special Session called by Governor Brown, as well as Cap and Trade funding.

Federal Legislative Update (Akin Gump):

Congress will return from the Thanksgiving recess to face a number of deadlines that impact federal transportation policies – the surface transportation reauthorization, fiscal year 2016 appropriations, and reauthorization of expired tax extenders, which includes the transit commuter benefit.

STA staff is meeting this month with staff from the four cities collectively funding STA’s federal lobbyist to prepare for a 2016 visit to Washington DC.

Surface Transportation Reauthorization:

The House and Senate convened a formal conference on multi-year surface transportation reauthorization legislation on November 19. Staff is working through the recess to reach an agreement on the conference report by November 30, the date that Congress returns from the holiday. The current extension of transportation law expires on December 6. Akin Gump has previously summarized the House and Senate bills and will provide a summary of the final legislation. Attachment B provides further information on this topic.

Fiscal Year 2016 Appropriations

Congressional leaders are attempting to reach agreement on an omnibus bill to fund the federal government for the remainder of fiscal year 2016. Congress passed a continuing resolution funding the federal government until December 11 when it was not able to pass separate appropriations bills before the start of the new fiscal year on October 1. Attachment B provides more detail on this subject.

National Environmental Policy Act (NEPA) Proposed Rule

On November 20, the Federal Highway Administration and Federal Transit Administration published a joint notice of proposed rulemaking to implement MAP-21’s revisions to federal environmental review. The joint proposal would amend the agencies' implementing regulations under the National Environmental Policy Act as well as Section 4(f) of the Department of Transportation Act, and would make additional clarifying changes. Comments on the proposal are due January 19, 2016. See Attachment B for further explanation of the proposed rule.

The rulemaking is expected to address programmatic approaches for environmental reviews. Staff is working on a comment letter to submit regarding this proposed rule.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update – Shaw/Yoder/Antwih, Inc.
- B. Federal Legislative Update – Akin Gump



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

November 30, 2015

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
 Matt Robinson, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – December 2015**

Legislative Update

The Legislature is in the midst of its interim recess and will reconvene on January 4, 2016 to begin the second year of the two-year legislative session. On or before January 10, the Governor will release the Administration's proposed 2016-17 budget. Below, under ***Bills of Interest***, we have provided a status update on bills we have been tracking for the STA Board.

Transportation Special Session

After several informational and policy hearings, the special session on transportation, called by the Governor on June 16, failed to produce a comprehensive transportation funding plan for consideration. In the final days of the legislative session, Governor Brown announced a \$3.6 billion proposal that would fund state highways, goods movement, local streets & roads, public transit, and complete streets, as well as \$890 million in one-time funding from early loan repayments. The ongoing proposal would be paid for using a mix of fuel excise tax increases, increased vehicle registration fees, and Cap and Trade revenue.

Governor Brown's proposal failed to gain any traction in the waning days of the session and it was ultimately decided that the Legislature would convene a conference committee, made-up of 10 members of the Legislature, including Senators Beall (D-San Jose, Co-Chair), Allen (D-Santa Monica), Leyva (D-Chino), Cannella (R-Ceres), and Gaines (R-El Dorado Hills) and Assembly Members Gomez (D-Los Angeles, Co-Chair), Mullin (D-South San Francisco), Burke (D-Inglewood), Melendez (R-Lake Elsinore) and Obernolte (R-Big Bear Lake). The conference committee held its first two hearings on October 16 (Sacramento) and October 21 (Ontario). The hearings were primarily focused on the needs of state highways and local streets & roads, but there was some discussion of the Governor's proposal to fund transit and how the Cap and Trade funding would be appropriated. It is rumored that the Conference Committee members have been meeting behind closed doors with the goal of finding a solution. As mentioned above, the Legislature reconvenes in early January and at that time, could consider the plan developed by the Conference Committee should one materialize.

In the meantime, we believe Assembly Transportation Committee Chair Jim Frazier (D-Antioch) continues to support a larger, more comprehensive transportation funding package.

Tel: 916.446.4656
 Fax: 916.446.4318
 1415 L Street, Suite 1000
 Sacramento, CA 95814

Cap and Trade

The Legislature has yet to propose a spending plan for the majority of the remaining 40 percent of the Cap and Trade revenues that aren't subject to continuous appropriation. As part of his January 2015 Budget, the Governor proposed investments in clean transportation, sustainable forestry, clean energy, water efficiency, and waste diversion. With the release of his proposed transportation funding plan, the Governor pivoted slightly and included a significant level of additional investment in transit and complete streets. The Legislature and the Governor will revisit Cap and Trade funding when they return in January and a plan may be included as part of the January 2016 budget release.

The Air Resources Board conducted its second auction of the 2015-16 Fiscal Year on November 17, the result of which is unknown at this time. However, approximately \$650 million in revenue was generated for the state at its August 18 auction and it is reasonable to assume a similar amount could be generated from the November auction.

Special Session Bills of Interest

ABX1 1 (Alejo)

This bill would undo the statutory scheme that allows vehicle weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. The Board is in SUPPORT of this bill. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

ABX1 2 (Perea) and SBX1 14 (Cannella) Public Private Partnerships

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017. ***The STA Board SUPPORTS ABX1 2 (Board Action: 7/8/15).***

ABX1 24 (Levine and Ting) Bay Area Transportation Commission

Effective January 1, 2017, this bill would recast the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission (BATC) and merge the responsibilities of the Bay Area Toll Authority with the new Commission. The bill would require BATC commissioners to be elected by districts comprised of approximately 750,000 residents and award districts with a toll bridge two seats on the Commission. ***The STA Board OPPOSES ABX1 24 (Board Action: 10/15/15)***

SBX1 1 (Beall) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

Regular Session Bills of Interest

(The Governor signed bills listed in green. Bills listed in red were vetoed.)

ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. **The STA Board SUPPORTS this bill (Board Action: 3/11/15).**

AB 194 (Frazier) Managed Lanes (Signed on 10/9/15)

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency “consult” with any local transportation authority (e.g. STA) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority’s jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. **The STA Board SUPPORTS this bill (Board Action: 4/15/15).**

AB 227 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that transfers vehicle weight fees from the general fund to the State Highway Account, to pay debt-service on transportation bonds, and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The STA Board SUPPORTS this bill (Board Action: 3/11/15).**

AB 464 (Mullin) Local Sales Tax Limit Increase (Vetoed on 8/17/15)

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. **This bill was vetoed by the Governor on 8/17/15.**

AB 516 (Mullin) Temporary License Plates

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. **The STA Board SUPPORTS this bill (Board Action: 4/23/15).**

AB 779 (Garcia) Congestion Management Programs

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program. **Bay Area CMA Planning Directors are analyzing this 2-year bill.**

AB 1098 (Bloom) Congestion Management Plans

This bill would delete the level of service standards as an element of a congestion management plan and revise and recast the requirements for other elements of a congestion management program by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. **Bay Area CMA Planning Directors are analyzing this 2-year bill.**

AB 1250 (Bloom) Bus Axle-Weight Limit (Signed on 10/4/15)

Existing law provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. This bill would exempt from the weight

limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. The bill also reflects an agreement between transit agencies, cities & counties, and Caltrans to update the state weight limit scheme, to reflect the weight of a modern transit bus, while lowering the ultimate weight of transit vehicles over time. ***The STA Board has a WATCH position on this bill (Board Action: 5/13/15).***

AB 1265 (Perea) Public-Private Partnerships

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017.

SB 9 (Beall) Changes to Cap and Trade Transit and Intercity Rail Capital Program (Signed on 10/9/15)

This bill would amend the Transit and Intercity Rail Capital Program to remove operational investments and instead require funding dedicated to the program be used for large, transformative capital improvements. The bill would require CalSTA, when selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require CalSTA, by July 1, 2018, to develop an initial 5-year program of projects. The bill would authorize the CTC to approve a letter of no prejudice.

SB 16 (Beall) Transportation Funding

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 6/10/15).***

SB 32 (Pavley) Extension of the California Global Warming Solutions Act of 2006 (AB 32)

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g. Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

SB 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system. ***On May 28, the Senate Appropriations Committee amended this bill to no longer mandate that Caltrans bring a highway up to a state of good repair prior to relinquishment. It is assumed, however, that this condition could still be negotiated as part of a transfer agreement. The STA Board has a SEEK AMENDMENTS position on this bill to allow for relinquishment to a joint powers authority and to protect local agencies from forced relinquishments (Board Action: 5/13/15). The Author's Office indicates this bill will not move forward.***

SB 321 (Beall) Stabilization of Gasoline Excise Tax

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the Board of Equalization (BOE) to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. ***The STA Board has a SUPPORT IN CONCEPT position on this bill (Board Action 3/11/15).***

SB 508 (Beall) Transit Development Act Requirements (Signed on 10/9/15)

Transit operators across the state are required to meet specified farebox recovery and operating cost criteria in order to be eligible to receive funds from the Transportation Development Act and/or the State Transit Assistance (STA) program, if those funds are to be used for operating purposes. This bill would address the challenges posed by this rigid funding mechanism by creating more flexible farebox recovery and operating cost criteria, and by rationalizing the penalties for non-compliance. ***The STA Board SUPPORTS this bill (Board Action: 6/10/15).***

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Akin Gump

STRAUSS HAUER & FELD LLP

M E M O R A N D U M

November 30, 2015

To: Solano Transit Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: November Report

Congress will return from the Thanksgiving recess to face a number of deadlines that impact federal transportation policies – the surface transportation reauthorization, fiscal year 2016 appropriations, and reauthorization of expired tax extenders, which includes the transit commuter benefit.

Surface Transportation Reauthorization

The House and Senate convened a formal conference on multi-year surface transportation reauthorization legislation on November 19. Staff is working through the recess to reach an agreement on the conference report by November 30, the date that Congress returns from the holiday. The current extension of transportation law expires on December 6.

The House has proposed approximately \$325 billion in spending over six years, which is level adjusted for inflation. The Senate proposed \$340 billion in spending over six years and identified revenues to supplement the gas tax, but only for three of the bill's six years. The House agreed to most of the Senate's revenue raisers, but also adopted an amendment during floor consideration of the bill that would fund transportation programs through a transfer of a surplus in the Federal Reserve Capital fund, which totaled \$29.3 billion as of October 29.

In light of the additional revenue identified by the House, Senate Environment and Public Works Chairman James Inhofe (R-OK), Senate Commerce Committee Chairman John Thune (R-SC) and 26 Democratic Senators suggested that Congress pass a five-year bill instead of a six-year bill to provide more robust funding for transportation programs. This approach has gained support from transportation stakeholders, including the American Public Transportation Association, American Road & Transportation Builders Association, Associated General Contractors of America, as well as the U.S. Chamber of Commerce and the AFL-CIO. Chairman Inhofe had hoped to have a top line agreement in place before Congress left for the Thanksgiving recess; however, there is concern that conservatives in the House caucus will oppose any significant spending increase. Additionally, there is opposition to some of the revenue measures identified to fund the bill, such as transferring funding from Custom's inspection staffing and a sell-off of the Strategic Petroleum Reserve to pay for transportation programs.

Solano Transit Authority
November 30, 2015
Page 2

In addition to resolving funding levels, the conferees must reconcile the House and Senate bills. Both bills include new discretionary grant programs for freight infrastructure projects and bus and bus facilities projects, among others, and broad-based environmental streamlining reforms. We previously have summarized the House and Senate bills and will provide a summary of the final legislation.

Fiscal Year 2016 Appropriations

Congressional leaders are attempting to reach agreement on an omnibus bill to fund the federal government for the remainder of fiscal year 2016. Congress passed a continuing resolution funding the federal government until December 11 when it was not able to pass separate appropriations bills before the start of the new fiscal year on October 1. Congress was successful in reaching a budget agreement, signed into law by the President on November 2, which raises discretionary spending caps for defense and nondefense accounts by \$50 billion above the sequester level for fiscal year 2016 and \$30 billion for fiscal year 2017. After reaching agreement on the overall budget, the Senate began to consider separate appropriations bills and was able to pass the military construction appropriations bill on November 10.

The Senate attempted to pass the fiscal year 2016 Transportation-Housing and Urban Development (THUD) appropriations bill on the Senate floor before the Thanksgiving recess. The bill included \$600 million for the TIGER grant program, a \$100 million increase from the bill passed in Committee and a \$500 million increase from the House-passed bill. Republican leaders, however, were forced to abandon consideration of the bill when it became a target for a policy amendment to block the entry of Syrian refugees into the United States.

The debate over policy riders continues to obstruct any quick agreement on an omnibus spending package. Conservatives are seeking to attach provisions defunding Planned Parenthood and grant programs for so-called Sanctuary Cities, protecting the right to exhibit the Confederate Flag and blocking implementation of environmental regulations promulgated by the Obama Administration to tighten power plant emissions under the Clean Air Act and expand the jurisdiction over the Army Corps of Engineers and the Environmental Protection Agency by broadening the jurisdiction of Waters of the United States.

Tax Extenders

An extension of the commuter tax credit is expected to be considered as part of a package of expired tax credits in December. Congress adopted language in a package of tax extenders on December 19 last year that increased the transit benefit monthly limit from \$130 to \$250 to give

Solano Transit Authority
November 30, 2015
Page 3

it parity with the drivers benefit for 2014 federal income taxes. The tax credit must be enacted for 2015 for transit riders to receive the benefit as part of their tax returns.

While the tax extenders usually gain bipartisan support, Congress must determine the length of the extensions and whether some credits will be made permanent. Republicans are attempting to include a permanent extension for some business tax credits, including research and development and bonus depreciation, and an end to the production tax credit for renewable sources of electricity such as wind, biomass and geothermal heat. Democrats are demanding expansions of the earned income tax credit and child care tax credit, which expire in 2017.

National Environmental Policy Act (NEPA) Proposed Rule

On November 20, the Federal Highway Administration and Federal Transit Administration published a joint notice of proposed rulemaking to implement MAP-21's revisions to federal environmental review. The joint proposal would amend the agencies' implementing regulations under the National Environmental Policy Act as well as Section 4(f) of the Department of Transportation Act, and would make additional clarifying changes. Comments on the proposal are due January 19, 2016.

The rulemaking is expected to address programmatic approaches for environmental reviews, including: designating the lead Federal agency for projects with more than one modal administration; determining participating agency roles and responsibilities; identifying project initiation information, which affects early coordination, public involvement, and project development; expanding the emergency actions covered by categorical exclusion (CE); and preparing a final environmental impact statement (EIS) using errata sheets in certain circumstances and requiring the combination of final EISs with records of decision (ROD) to the maximum extent practicable if certain circumstances are met.

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DATE: November 23, 2015
TO: STA Board
FROM: Sean Hurley, Employer Outreach Coordinator
RE: Solano Employer Commute Challenge 2015 – Results

Background:

The 9th Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County employers with 50 or more employees. The overall goal for this campaign was to increase and sustain Solano County employees’ use of alternative transportation. The Challenge for employers and their employees was to “Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October.” Incentives are provided through the Solano Transportation Authority (STA)’s Solano Napa Commuter Information (SNCI) Program to employees and employers who “met” the Commute Challenge.

Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA’s SNCI webpage, www.commuterinfo.net, along with a registration form where targeted employers and their employees could indicate their interest in participating. Status updates about the Challenge were posted on SNCI’s Facebook page and sent to participating employers.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. Employee trips were tracked electronically, using the 511 Ridematching system’s “Trip Diary” tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

Discussion:

The 9th Annual Solano Commute Challenge ended on October 31, 2015 and all Monthly Commute Logs were submitted by November 15th. Twenty seven (27) major Solano County employers totaling 429 employees registered for the Challenge, a decrease from 660 last year. Staff calculated the number of Commute Champions based on “Trip Diary” data. 246 employee participants earned the title “Commute Champion” by meeting or passing the goal, 57% of all participants.

Genentech, in Vacaville, earned the Most Outstanding Workplace title with 99 Commute Champions. Employers who became Commute Champion Workplaces (where 20 or more employees became Commute Champions) include State Fund in Vacaville, and the County of Solano.

Employees who are Commute Champions are entered into a drawing. The drawing for those gift certificates occur prior to the December STA Board meeting. Staff will coordinate the presentation of employer rewards and recognition events with the companies, Chambers of Commerce, and STA Board members.

Fiscal Impact:

The Solano Commute Challenge campaign is included in the STA's Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

Informational.

Attachment:

- A. SCC Final Results Table

11/18/15 FINAL
2015 Solano Commute Challenge
 27 Employers

Employer Name	City	Employees Registered	Champs	Contenders
Ball Metal Beverage Container	Fairfield	1	1	0
California Maritime Academy	Vallejo	4	2	0
City of Benicia	Benicia	2	1	1
City of Dixon	Dixon	2	1	0
City of Fairfield	Fairfield	1	0	0
City of Vacaville	Vacaville	5	3	0
Cork Supply USA	Benicia	0	0	0
CSAA Insurance Exchange	Fairfield	3	3	0
Fairfield Suisun Sewer District	Fairfield	2	0	0
Fairfield Suisun Unified School District	Fairfield	11	5	1
Genentech	Vacaville	203	99	40
Hampton Inn	Suisun City	0	0	0
Insulfoam	Dixon	18	11	1
Janssen (Alza)	Vacaville	0	0	0
Kaiser Permanente Medical Center - Vallejo	Vallejo	10	3	4
NorthBay Healthcare	FF/VV	5	3	1
Partnership HealthPlan	Fairfield	1	0	0
Paradise Valley Estates	Fairfield	3	3	0
Solano Community College	Fairfield	1	1	0
Solano County	Countywide	76	49	10
SolTrans	Vallejo	1	0	0
State Fund	Vacaville	40	33	2
Travis AFB (Air Force Base)	Travis AFB	22	16	2
Vacaville Unified School District	Vacaville	10	4	1
Valero	Benicia	0	0	0
Vallejo City Unified School District	Vallejo	0	0	0
Vallejo Sanitation & Flood Control	Vallejo	9	8	0
Totals		429	247	64

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DATE: November 25, 2015
 TO: STA Board
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	No Deadline
State			
1.	Affordable Housing Sustainable Communities Program*	Approximately \$400 million	February 2016
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm

¹ Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$110,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

*New Funding Opportunity

**STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or dhart@sta.ca.gov for assistance with finding more information about any of the funding opportunities listed in this report

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Affordable Housing Sustainable Communities Program	Drew Hart STA 707/399.3214 dhart@sta.ca.gov	February 2016	Approx. \$400 million	The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that connect land-use, housing, and transportation to support infill and compact development	N/A	http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf



DATE: December 2, 2015
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2016

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2016 that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2016



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2016**

SUMMARY:
 STA Board: Meets 2nd Wednesday of Every Month
 Consortium : Meets Last Tuesday of Every Month
 TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Even Month
 PCC: Meets 3rd Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 14	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 30	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
November TBD	6:00 p.m.	STA's 19 th Annual Awards	TBD - Rio Vista	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 16	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 15	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 20	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 21	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed