SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, December 16, 2015
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM	STAFF PERSON
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 –1:40 p.m.)	
5. CONSENT CALENDAR Recommendation: Approve the following consent items in one motion. (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of November 18, 2015 Recommendation: Approve TAC Meeting Minutes of November 18, 2015. **Pg. 5**	Johanna Masiclat
B. Solano Congestion Management Program Update Recommendation: Forward a recommendation for the STA Board to adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A. **Pg. 9**	Robert Macaulay

TAC MEMBERS

Graham Wadsworth	Joe Leach	George Hicks	Dave Melilli	Tim McSorley	Steve Hartwig	David Kleinschmidt	Matt Tuggle
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**

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

C. Intercity Taxi Scrip Program – FY 2015-16 Quarter 1 Report Philip Kamhi

Recommendation:
Forward a recommendation to the STA Board to file and receive.
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D. SolanoExpress Fiscal Year (FY) 2015-16 First Quarter Report Philip Kamhi

Recommendation:
Forward a recommendation to the STA Board to file and receive.
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E. Fiscal Year (FY) 2015-16 State Transit Assistance Funds (STAF) Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve the FY 2015-16 STAF priorities as specified in Attachment C.
Pg. 21

F. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Revised Recommendation Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve the following:

1. The FTA 5311 programming for 2016 and 2017 as specified in Attachment B; and
2. Any additional 5311 funding that may become available to be programmed to Dixon for the Intercity Bus Replacement for Dixon and Solano County.

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G. Revised Solano Community College Transportation Fee Proposal Philip Kamhi

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to forward a proposal to SCC administration for a trial reduced student transit fare program with the following characteristics:

1. The program shall be a two-year pilot program;
2. Students registered at SCC would purchase prepaid tickets and passes at the Solano Community College Campus at half cost, to be used on the fixed routes for which the tickets and passes are valid;
3. The tickets and passes would be sold at outlets on the SCC campuses controlled by SCC through an agreement with STA and the transit agencies to establish the validation framework and accountability;
4. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress;
5. Students must be currently registered and fee paying student body members in order to purchase the discounted tickets and passes;
6. Using existing fixed route services as offered by FAST, SolTrans, Vacaville City Coach, and SolanoExpress, during pilot program; and,
7. Using existing types of fare media as currently provided by FAST, SolTrans, Vacaville City Coach, and SolanoExpress.

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The complete STA TAC packet is available on STA's website: www.sta.ca.gov

H. SolanoExpress Intercity Bus Replacement Capital Plan — Mary Pryor, NWC

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B.
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6.. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. STA's Draft 2016 Legislative Priorities and Platform and Legislative Update — Jayne Bauer

Recommendation:
Forward a recommendation to the STA Board to adopt the STA's 2016 Legislative Priorities and Platform.
(1:45 – 1:50 p.m.)
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B. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Goals — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to adopt the Transit and Rideshare Element Goals provided as Attachment C.
(1:50 – 1:55 p.m.)
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8. INFORMATIONAL ITEMS – DISCUSSION

A. Regional Sustainable Communities Strategy and One Bay Area Grant Update — Robert Macaulay

(1:55 – 2:05 p.m.)
Pg. 93

B. State Transportation Improvement Program (STIP) Update — Janet Adams

(2:05 – 2:15 p.m.)
Pg. 221

C. Discussion of Draft 2015 Solano County Pothole Report — Anthony Adams

(2:15 – 2:25 p.m.)
Pg. 229

INFORMATIONAL ITEMS – NO DISCUSSION

D. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program First Quarter Report — Drew Hart

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E. Summary of Funding Opportunities Drew Hart
Pg. 233

F. Draft Meeting Minutes of STA Board & Advisory Committees Johanna Masiclat
Pg. 237 Sheila Ernst

G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016 Johanna Masiclat
Pg. 251

9. UPCOMING TAC AGENDA ITEMS

January 2016

A. Approval of Solano Travel Safety Plan
B. Draft Priority Conservation Areas (PCA) Plan – Drew Hart
C. Solano ReGIS Update – County of Solano
D. Approval of 2016 SolanoExpress Marketing Plan – Jayne Bauer

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, January 27, 2016.**

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
STA Staff and Others Present:	***(In Alphabetical Order by Last Name)***	
	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 3, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2015 Solano Congestion Management Program Update

Background:
The Congestion Management Program (CMP) is one of STA's foundational planning documents. The 1991 legislation authorizing the creation of Congestion Management Agencies (CMAs), such as STA, authorized the creation of CMPs. Once an agency has committed to developing a CMP, it must update it every two years.

CMPs are normally developed based upon guidance from the region's federally designated Metropolitan Planning Organization – in this case, the Metropolitan Transportation Commission (MTC). For 2015, MTC did not issue CMP updated guidance, and has placed little emphasis on the importance of the 2015 update. However, STA feels the CMP remains an important document for tracking the current operational status of the freeways, highways and most important roadways in Solano County. The CMP also provides the basis for STA's review of and comment upon major land use and transportation projects affecting the transportation system in Solano County.

Discussion:
The basic structure of the Solano CMP has not been changed for 2015. Updated information has been provided from the recent State of the System reports for transit and ridesharing, from the 2014 Annual Pothole Report, and from traffic counts done for the update of the travel demand model. The list of capital projects has been adjusted to reflect those that have been completed since the 2013 CMP update.

The draft CMP was distributed to the Consortium and TAC in September of 2015, with their request for any updates or corrections within 30 days. No comments have been received from Consortium or TAC members.

Fiscal Impact:
None at this time. Projects listed in the 2015 CMP must go through a separate funding allocation process.

Recommendation:
Forward a recommendation for the STA Board to adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A.

Attachment:
A. Final 2015 Solano CMP: Click here for immediate review and printing: http://www.sta.ca.gov/docManager/1000005763/Item%205.B_Att%20A%20Final%202015%20Solano%20CMP%20120715.pdf

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DATE: November 25, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: Intercity Taxi Scrip Program FY 2015-16 First Quarter Report

Background:
On July 12, 2013, the Solano Transportation Authority (STA), Solano County's five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This item is to provide information on the Intercity Taxi Program's performance in Quarter 1 (Q1) of Fiscal Year (FY) 2015-2016 (July 1, 2015-September 30, 2015).

Discussion:
The Solano Transportation Authority (STA) has completed review of operations in the First Quarter of FY 2015-2016. As noted above, the service transitioned from Solano County to the STA in February 2015. The following provides average quarterly program information and FY15-16 Q1 program information, in order to provide comparable data:

	Solano Intercity Taxi Program						
	2009-2010 Avg. Q.	2010-2011 Avg. Q	2011-2012 Avg. Q	2012-2013 Avg. Q	2013-2014 Avg. Q	2014-2015 Avg. Q	2015-16 Q1
Taxi Scrip Sold	307	692	1,282	1,185	1,115	1,182	1,201
Fare Revenue	$4,609	$10,373	$19,228	$17,771	$16,729	$17,734	$18,015
Passengers	918	1,484	2,411	3,195	2,961	3,206	3,102
Cost	$29,285	$51,968	$91,011	$132,466	$139,126	$146,902	$153,278
Farebox Recovery Ratio	16%	20%	21%	13%	12%	12%	12%

Recommendation:
Forward a recommendation to the STA Board to file and receive.

Attachments:
A. Intercity Taxi Scrip FY 2015-16 Q1 Data

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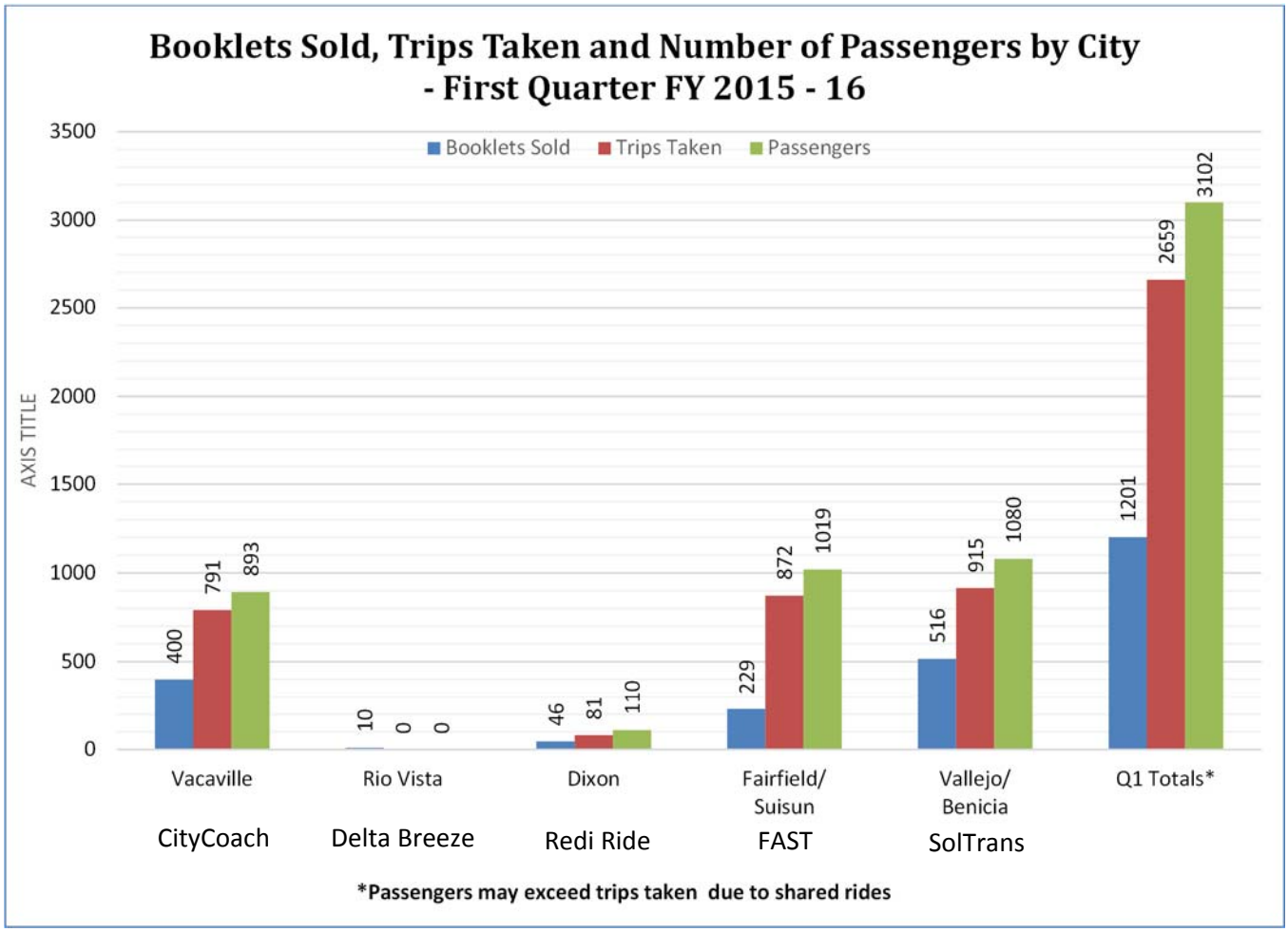
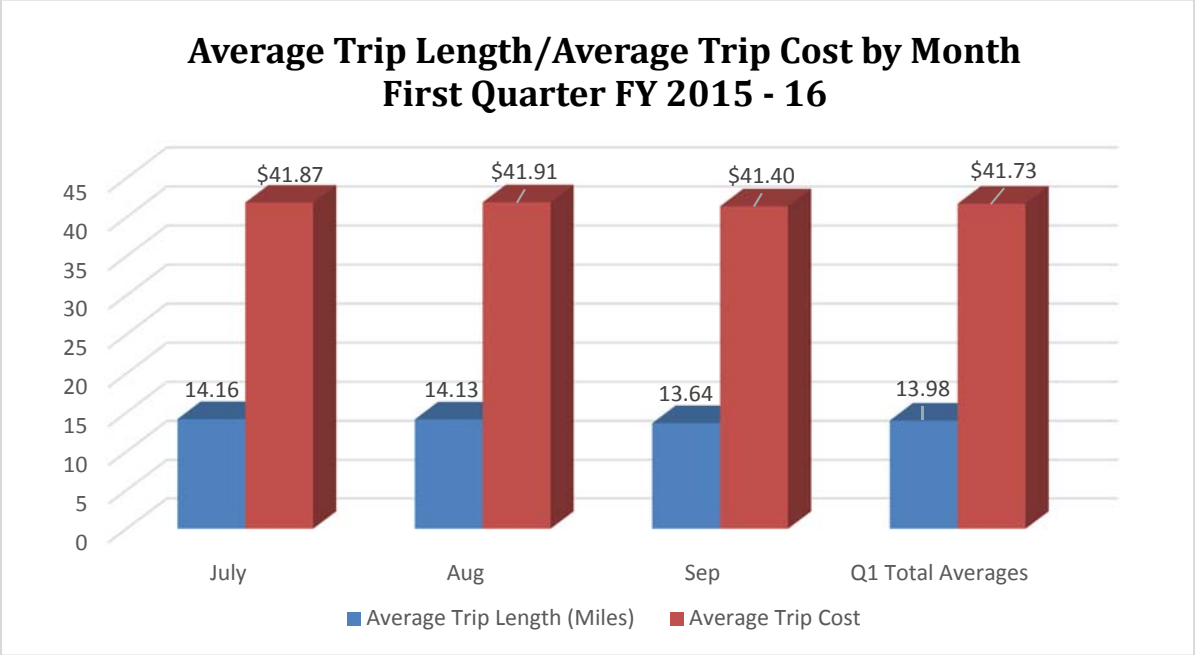
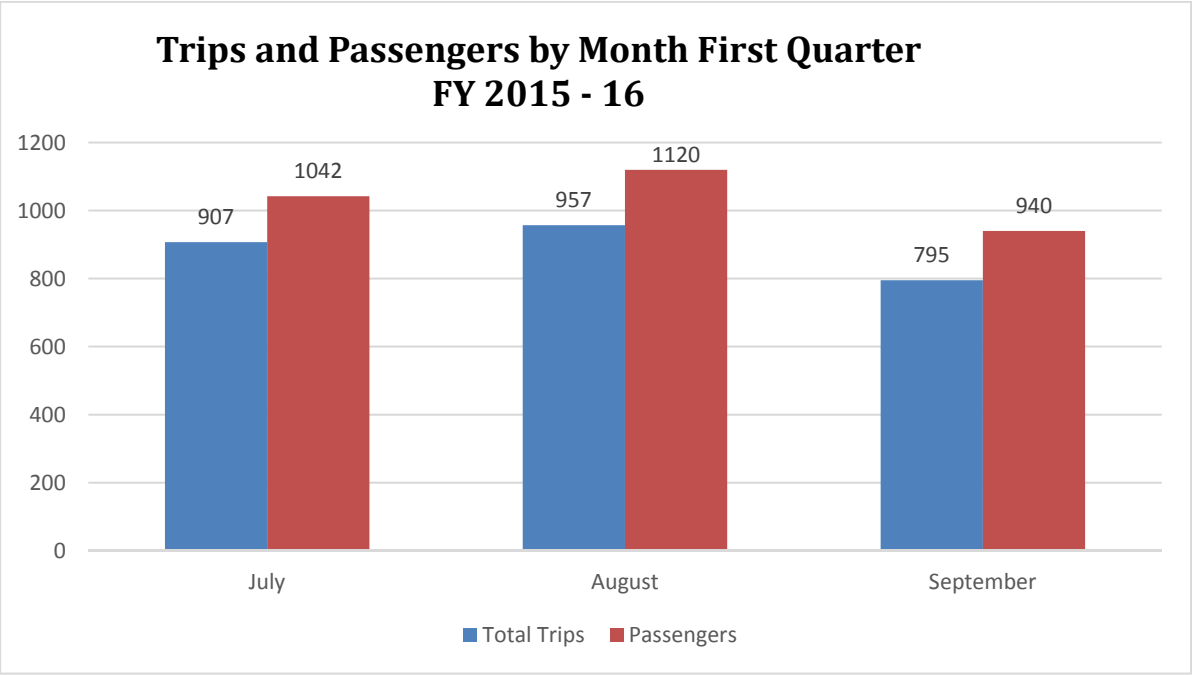
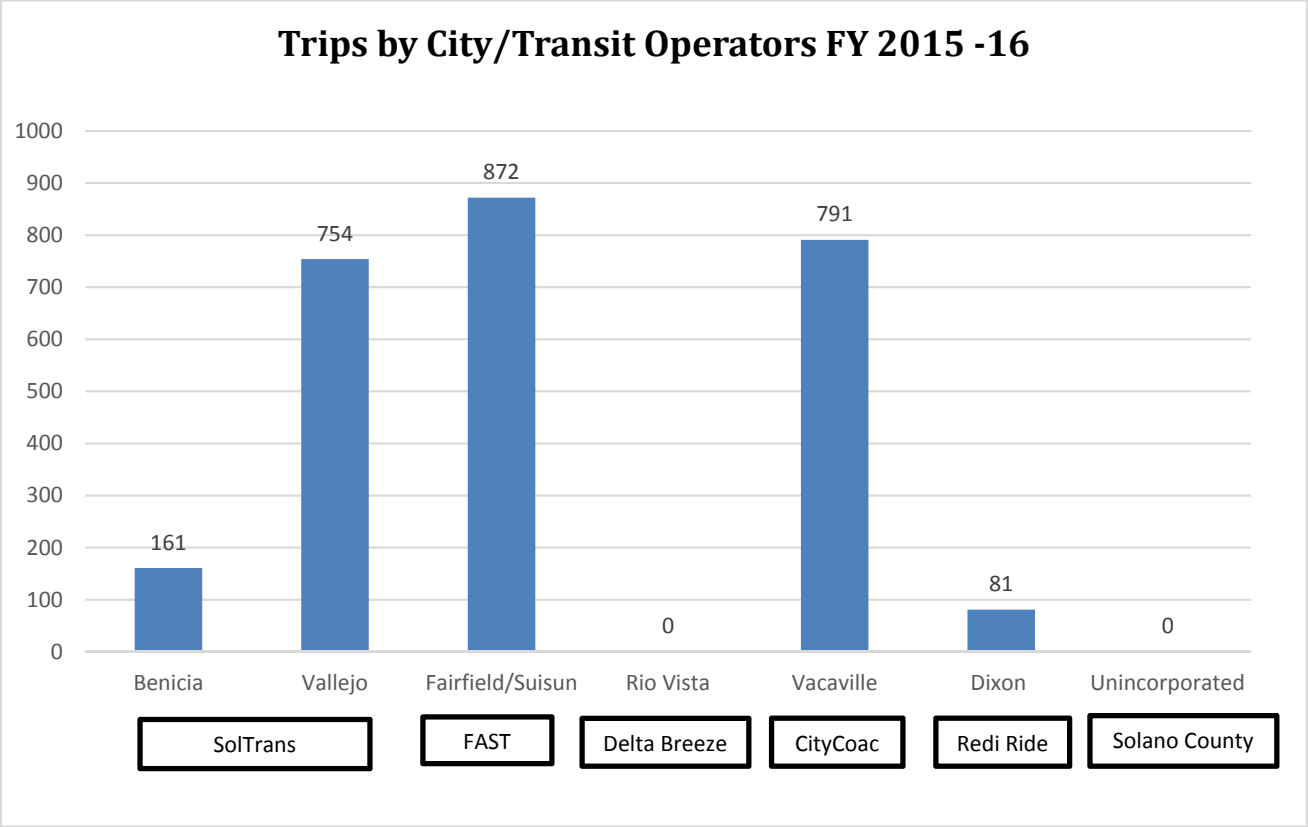
Solano County Intercity Taxi Scrip Program
Fiscal Year 2015-16 First Quarter Progress Report






Trips and Passengers by Month First Quarter
FY 2015 - 16
1200
1000
800
600
400
200
0
907
1042
957
1120
795
940
July
August
September
Total Trips
Passengers


Trips by City/Transit Operators FY 2015 -16
1000
900
800
700
600
500
400
300
200
100
0
161
754
872
0
791
81
0
Benicia
Vallejo
Fairfield/Suisun
Rio Vista
Vacaville
Dixon
Unincorporated
SolTrans
FAST
Delta Breeze
CityCoac
Redi Ride
Solano County

DATE: November 25, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Fiscal Year (FY) 2015-16 First Quarter Report

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Background:
Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various verbal understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (FAST), the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating transit operators in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

In the intercity funding agreement, it states that the two intercity transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service Hours

Discussion:
Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their Fiscal Year 2015-16 Quarter 1 reports for the working group's review (Attachment A). The report shows where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM). A percentage of 25% would indicate that the estimate is meeting the actual. A summary of the report is presented below.

FY15-16 Q1	FAST	SolTrans
Cost	18%	21%
Fares	23%	21%
Ridership	25%	25%
Service Hours	25%	25%

In a further breakdown of the Farebox Recovery Ratio (FBR) by route/operator:

Intercity Route	Cost	Fares	FBR
FAST Rt 20	$94,434	$19,865	21%
FAST Rt 30	$121,146	$40,892	34%
FAST Rt 40	$141,373	$44,012	31%
FAST Rt 90	$393,298	$281,471	72%
Subtotal, FAST	750,251	$386,241	51%

SolTrans Rt 78	$265,734	$91,316	34%
SolTrans Rt 80	$481,690	$345,778	72%
SolTrans Rt 85	$220,170	$90,835	41%
Subtotal, SolTrans	$701,860	$436,613	62%

Recommendation:
Forward a recommendation to the STA Board to receive and file.

Attachment:

A. FAST and SolTrans Intercity Quarterly Report by Cost, Fares, Ridership and Service Hours.

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2015-16 Budget vs Estimated or Actual Cost

SolanoExpress Route	FY 15-16 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	$ 425,588	$ 94,434	22.2%		0.0%		0.0%		0.0%	$ 94,434	22.2%
FAST Rt 30	$ 717,275	$ 121,146	16.9%		0.0%		0.0%		0.0%	$ 121,146	16.9%
FAST Rt 40	$ 796,379	$ 141,373	17.8%		0.0%		0.0%		0.0%	$ 141,373	17.8%
FAST Rt 90	$ 2,316,899	$ 393,298	17.0%		0.0%		0.0%		0.0%	$ 393,298	17.0%
Subtotal, FAST	$ 4,256,141	$ 750,251	17.6%	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ 750,251	17.6%
SolTrans Rt 78	$ 1,184,331	$ 265,734	22.4%		0.0%		0.0%		0.0%	$ 265,734	22.4%
SolTrans Rt 80	$ 2,454,939	$ 481,690	19.6%		0.0%		0.0%		0.0%	$ 481,690	19.6%
SolTrans Rt 85	$ 947,704	$ 220,170	23.2%		0.0%		0.0%		0.0%	$ 220,170	23.2%
Subtotal, SolTrans	$ 3,402,643	$ 701,860	20.6%	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ 701,860	20.6%
Total	**$ 7,658,784**	**$ 1,452,111**	**19.0%**	**$ -**	**0.0%**	**$ -**	**0.0%**	**$ -**	**0.0%**	**$ 1,452,111**	**19.0%**

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2015-16 Budget vs Estimated or Actual Cost

Intercity Route	FY 15-16 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	$ 140,516	$ 19,865	14.1%		0.0%		0.0%		0.0%	$ 19,865	14.1%
FAST Rt 30	$ 235,719	$ 40,892	17.3%		0.0%		0.0%		0.0%	$ 40,892	17.3%
FAST Rt 40	$ 239,310	$ 44,012	18.4%		0.0%		0.0%		0.0%	$ 44,012	18.4%
FAST Rt 90	$ 1,057,575	$ 281,471	26.6%		0.0%		0.0%		0.0%	$ 281,471	26.6%
Subtotal, FAST	$ 1,673,119	$ 386,241	23.1%	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ 386,241	23.1%
SolTrans Rt 78	$ 274,681	$ 91,316	33.2%		0.0%		0.0%		0.0%	$ 91,316	33.2%
SolTrans Rt 80	$ 1,739,739	$ 345,778	19.9%		0.0%		0.0%		0.0%	$ 345,778	19.9%
SolTrans Rt 85	$ 303,376	$ 90,835	29.9%		0.0%		0.0%		0.0%	$ 90,835	29.9%
Subtotal, SolTrans	$ 2,043,115	$ 436,613	21.4%	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ 436,613	21.4%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2015-16 Budget vs Estimated or Actual Cost

Intercity Route	FY 15-16 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	46,404	11,601	25.0%		0.0%		0.0%		0.0%	11,601	25.0%
FAST Rt 30	45,924	11,481	25.0%		0.0%		0.0%		0.0%	11,481	25.0%
FAST Rt 40	47,452	11,883	25.0%		0.0%		0.0%		0.0%	11,883	25.0%
FAST Rt 90	265,188	66,297	25.0%		0.0%		0.0%		0.0%	66,297	25.0%
Subtotal, FAST	404,968	101,262	25.0%	0	0.0%	0	0.0%	0	0.0%	101,262	25.0%
SolTrans Rt 78	90,755	22,026	24.3%		0.0%		0.0%		0.0%	22,026	24.3%
SolTrans Rt 80	480,780	119,804	24.9%		0.0%		0.0%		0.0%	119,804	24.9%
SolTrans Rt 85	86,013	20,689	24.1%		0.0%		0.0%		0.0%	20,689	24.1%
Subtotal, SolTrans	657,548	162,519	24.7%	0	0.0%	0	0.0%	0	0.0%	162,519	24.7%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2015-16 Budget vs Estimated or Actual Cost

Intercity Route	FY 15-16 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,650	936	25.6%		0.0%		0.0%		0.0%	936	25.6%
FAST Rt 30	4,385	1,109	25.3%		0.0%		0.0%		0.0%	1,109	25.3%
FAST Rt 40	5,092	1,310	25.7%		0.0%		0.0%		0.0%	1,310	25.7%
FAST Rt 90	14,454	3,627	25.1%		0.0%		0.0%		0.0%	3,627	25.1%
Subtotal, FAST	27,581	6,982	25.3%	0	0.0%	0	0.0%	0	0.0%	6,982	25.3%
SolTrans Rt 78	7,916	2,040	25.8%		0.0%		0.0%		0.0%	2,040	25.8%
SolTrans Rt 80	18,891	4,405	23.3%		0.0%		0.0%		0.0%	4,405	23.3%
SolTrans Rt 85	8,288	2,359	28.5%		0.0%		0.0%		0.0%	2,359	28.5%
Subtotal, SolTrans	27,179	6,764	24.9%	0	0.0%	0	0.0%	0	0.0%	6,764	24.9%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

DATE: December 1, 2015
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2015-16 State Transit Assistance Funds (STAF)

Background:
The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2015-16 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on October 28, 2015 (Attachment A). For FY 2014-15, STA Board approved projects in September 2014 as shown in Attachment B.

Discussion:
In June 2015, the STA Board approved the STAs Overall Work Plan for FY 2015-16 and FY 2016-17 which include a number of transit projects, programs, and studies. At this time, staff is recommending approval of a comprehensive list of program studies and projects to be funded by the FY 2015-16 STAF based on a combination of overall work program tasks, STA Board priorities and requests by individual transit operators. These proposed projects are listed on Attachments C and discussed below.

Northern County STAF
The STA utilizes STAF to conduct countywide transit planning, marketing, coordination, and provide matching funds for replacement of SolanoExpress buses. These projects have been typical activities funded by STAF funds with a focus on countywide services and priorities. For FY 2015-16, the Northern Counties estimated apportionment is $1,648,384. There is $4,130,996 in projected carryover that includes $29,736 in previous year carryover and interest and $4,101,260 in committed funds. The estimated apportionment of $1,648,384 and the carryover with interest of $29,736 gives a total of $1,678,120 available for programming.

The projects that will be presented for the STA Board for consideration are continued funding of Intercity Bus Replacement, Transit Planning and Coordination, Transit Coordination (Clipper, Vine, Rio Vista Bus Replacement Loan, Rio Vista Consultant Support), the Suisun City Amtrak Loan, Lifeline, SolanoExpress Marketing, Water Transportation Plan, Ridership Survey and Analysis, and Mobility Management Programs. (Attachment C).

The STA Board approved funding to be set-a-side for future years. These committed funds are shown in Attachment D. Over $3.5 million of STAF has been reserved for STA's share of the intercity bus replacement.

Regional Paratransit STAF

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. In Fiscal Year (FY) 2012-13, the STA Board approved funding for projects that support mobility for Seniors and People with Disabilities. The Solano County Mobility Management program has been identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. One of the major projects funded was the Countywide In-Person ADA Eligibility Program. For FY 2015-16, the Regional Paratransit estimated apportionment is $320,835. There is $1,809,000 in the projected carryover and $519,071 in committed funds which provides $1,289,929 available for programming. For the last several years, STA has been programming more funds than the estimated apportionment which is depleting the available funds in future years.

Some of the projects that recommended for the STA Board for consideration are continued funding of ADA in-person Eligibility, Paratransit Coordinating Council, and Senior and People with Disabilities Transportation Advisory Committee. (Attachment C). STA staff intends to reserve the balance of funds for future year funding of the Mobility Management Program and Intercity Paratransit/Taxi Scrip Program.

Fiscal Impact:

This project list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for these programs and projects.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 STAF priorities as specified in Attachment C.

Attachments:

A. FY 2015-16 STAF Solano population-based fund estimate (MTC Reso. 4177, 10/29/15)
B. Population-based STAF FY 2014-15 Approved Projects
C. Population-based STAF FY 2015-16 Recommended Projects
D. Population-based STAF Committed Funds

FY 2015-16 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)

FY2014-15 STA Revenue Estimate		FY2015-16 STA Revenue Estimate	
1. State Estimate (Aug, 14)	$36,104,576	4. Projected Carryover (Aug, 15)	$50,387,065
2. Actual Revenue (Aug, 15)	$37,151,982	5. State Estimate[4] (Jun, 15)	$34,015,182
3. Revenue Adjustment (Lines 2-1)	$1,047,406	6. Total Funds Available (Lines 4+5)	$84,402,247

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
	6/30/2014	**FY2013-15**	**FY2014-15**	**6/30/2015**	**FY2015-16**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)[1]**	**Outstanding Commitments[2]**	**Actual Revenue**	**Projected Carryover[3]**	**Revenue Estimate[4]**	**Available For Allocation**
Northern Counties/Small Operators						
Marin	49,971	(1,085,691)	1,117,187	81,467	1,012,838	1,094,305
Napa	54,231	(616,803)	603,743	41,171	547,351	588,522
Solano/Vallejo[5]	4,012,316	(1,699,532)	1,818,212	4,130,996	1,648,384	5,779,380
Sonoma	96,610	(2,079,549)	2,136,736	153,797	1,937,157	2,090,954
CCCTA	95,116	(2,068,547)	2,117,857	144,426	1,920,041	2,064,467
ECCTA	117,032	(1,308,377)	1,279,280	87,935	1,159,791	1,247,726
LAVTA	920,897	(887,213)	875,210	908,894	793,462	1,702,356
Union City	160,366	(311,555)	306,392	155,203	277,774	432,977
WCCTA	26,798	(289,713)	282,157	19,242	255,802	275,044
SUBTOTAL	**5,533,337**	**(10,346,980)**	**10,536,774**	**5,723,131**	**9,552,600**	**15,275,731**
Regional Paratransit						
Alameda	42,950	(1,168,371)	1,156,943	31,522	1,048,881	1,080,403
Contra Costa	28,791	(805,451)	818,979	42,319	517,957	560,276
Marin	7,120	(160,680)	158,019	4,459	143,259	147,718
Napa	4,421	(123,828)	128,152	8,745	116,182	124,927
San Francisco	34,228	(926,290)	917,941	25,879	832,201	858,080
San Mateo	15,579	(437,266)	452,589	30,902	410,315	441,217
Santa Clara	48,333	(1,256,203)	1,296,265	88,395	1,175,189	1,263,584
Solano	959,990	174,285	353,890	1,488,165	320,835	1,809,000
Sonoma	20,280	(484,642)	506,891	42,529	459,545	502,074
SUBTOTAL	**1,161,692**	**(5,188,446)**	**5,789,669**	**1,762,915**	**5,248,892**	**6,787,279**
Lifeline						
Alameda	2,584,458	(92,500)	2,456,337	4,948,295	2,068,391	7,016,686
Contra Costa	1,529,036	(126,353)	1,553,285	2,955,968	1,307,964	4,263,932
Marin	285,718	(13,306)	284,362	556,774	239,450	796,224
Napa	229,495	0	220,554	450,049	185,720	635,769
San Francisco	2,878,001	(406,021)	1,359,903	3,831,883	1,145,124	4,977,007
San Mateo	847,780	(36,567)	914,481	1,725,694	770,051	2,495,745
Santa Clara	2,492,459	0	2,507,880	5,000,339	2,111,793	7,112,132
Solano	608,079	(508,323)	694,514	794,270	584,825	1,379,095
Sonoma	836,774	0	855,778	1,692,552	720,619	2,413,171
MTC Mean-Based Discount Project	304,734	0	0	304,734	700,000	1,004,734
JARC Funding Restoration[6]	623,477	(161,648)	0	461,829	0	461,829
SUBTOTAL	**13,220,011**	**(1,344,718)**	**10,847,095**	**22,722,387**	**9,833,936**	**32,556,323**
MTC Regional Coordination Program[7]	28,674,381	(18,840,551)	9,978,444	19,812,274	9,046,420	28,858,694
BART to Warm Springs	327,727	0	0	327,727	0	327,727
eBART	327,727	(327,727)	0	0	0	0
Transit Emergency Service Contingency Fund[8]	0	0	0	0	333,333	333,333
SamTrans	38,631	0	0	38,631	0	38,631
GRAND TOTAL	**$49,283,506**	**($36,048,422)**	**$37,151,982**	**$50,387,065**	**$34,015,182**	**$84,177,718**

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.
3. Projected carryover as of 6/30/15 does not include interest accrued in FY 2014-15.
4. The FY2015-16 STA revenue generation based on the $352 million in the adopted FY2015-16 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an inter
5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Includes 2/26/14 Commission action to re-assign $1.1 million in FY 2014-15 Lifeline funds, and re-assinging $693,696 of MTC's Means-Based Discount Project balance.
7. Committed to Clipper® and other MTC Customer Service projects.
8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

Fiscal Year 2014-15 Approved Funding Priorities

State Transit Assistance Funds (STAF) Population-Based

Northern County and Regional Paratransit

		Recommended FY2014-15	
		Northern County	Regional Paratransit
	Balance	**$ 5,374,197**	**$ 1,287,531**
	Committed Funds	**$ 3,484,468**	**$ 519,071**
	Available for Programming	**$ 1,889,729**	**$ 768,460**
FY 2014-15 Approved Priority Projects	**Claimant**	**Northern County STAF**	**Regional Paratransit STAF**
Transit Planning and Coordination	STA	$ 386,186	
Intercity Bus Replacement	FAST/SolTrans	$ 600,000	
Transit Coordination Implementation - Financial Services	STA/Rio Vista	$ 71,000	
P3 (Public Private Partnerships) at Transit Facilities Study - Curtola	STA/SolTrans	$ 100,000	
Lifeline	STA	$ 17,000	
Solano Express Marketing*	STA/FAST/SolTrans	$ 25,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA/FAST/SolTrans	$ 250,000	
Benicia Intermodal	STA/Benicia	$ 200,000	
PCC	STA		$ 40,000
Senior & People w/Disabilities Committee	STA		$ 30,000
Intercity Paratransit Program/Taxi Scrip Transition	STA		$ 140,000
Mobility Management Program Implementation	STA	$ 210,000	$ 6,000
ADA In Person Eligibility	STA		$ 200,776
	Total	**$ 1,859,186**	**$ 416,776**
	Ending Balance**	$ 30,543	$ 351,684

*SolanoExpress FY 2014-15 Budget includes a carryover of ~ $125,000. The available amount for FY 2014-15 will be ~ $150,000.
**STA Board approved $17,000 for the CTP on Feb 10, 2015 leaving the ending balance at $13,543

Attachment C

Fiscal Year 2015-16 Recommended Funding Priorities
State Transit Assistance Funds (STAF) Population-Based
Northern County and Regional Paratransit

		Recommended FY2015-16	
		Northern County	Regional Paratransit
	Balance	$ 5,779,380	$ 1,809,000
	Committed Funds	$ 4,101,260	$ 519,071
	Available for Programming	$ 1,678,120	$ 1,289,929
FY 2014-15 Recommended Priority Projects	**Claimant**	**Northern County STAF**	**Regional Paratransit STAF**
*Transit Planning and Coordination	STA	$ 288,544	
Intercity Bus Replacement	FAST/SolTrans	$ 754,312	
**Transit Coordination Implementation/Rio Vista Bus/Vine/Clipper	STA/Rio Vista/Vine	$ 165,000	
Suisun Amtrak Swap	STA/Suisun City	$ 137,549	
Lifeline	STA	$ 15,000	
***Solano Express Marketing	STA/FAST/SolTrans	$ 787	
Water Transportation Plan	STA/FAST/SolTrans	$ 27,035	
Ridership Survey and Analysis	STA	$ 140,000	
PCC	STA		$ 35,000
Senior & People w/Disabilities Committee	STA		$ 30,000
Mobility Management Program Implementation	STA	$ 146,830	
ADA In Person Eligibility	STA		$ 380,000
	Total	**$ 1,675,057**	**$ 445,000**
	Ending Balance	$ 3,063	$ 844,929 ****

*Transit Coordination FY2016-16 Budget includes a carryover of $123,990. The available amount for FY 2015-16 willl be $288,990.
** Transit Planning FY2016-16 Budget includes a carryover of $25,000. The available amount for FY 2015-16 willl be $303,544.
***SolanoExpress FY 2015-16 Budget includes a carryover of ~ $149,000. The available amount for FY 2015-16 will be $150,000.
****To be reserved for Solano Mobility Program and for Solano Intercity Paratransit/Taxi Scrip Program.

Attachment D

Fiscal Year 2015-16 Committed Funds
State Transit Assistance Funds (STAF) Population-Based

Northern County and Regional Paratransit

		Committed FY2015-16	
		Northern County	Regional Paratransit
	Committed Funds	$ 4,110,760	$ 519,071
FY 2015-16 Committed Funding Projects	Claimant	Northern County STAF	Regional Paratransit STAF
Water Transportation Study	STA	$ 48,792	
SR-12 Jameson Canyon 5311 (f) Match	STA/Napa	$ 263,190	
Intercity Bus Replacement	STA	$ 3,510,224	
CTSA/Mobility Management Programs	STA	$ 253,129	
Alt Fuel Study/CNG Feasibility Study Match	STA	$ 9,500	
CTP (approved Feb 2015)	Benicia	$ 17,000	
SolTrans Schedules, Capital Project	STA	$ 8,925	
Mobility Management Program Implementation	STA		$ 519,071
	Total	**$ 4,110,760**	**$ 519,071**

DATE : November 23, 2015
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

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Background:
The Federal Transit Administration (FTA) Non-urbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in non-urbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311. Solano Transportation Authority (STA) approves the 5311 projects for Solano County and submits them to MTC. MTC submits the San Francisco Region 5311 program to Caltrans, and then Caltrans submits a statewide program to FTA for approval.

Discussion:
STA staff received communication from MTC that according to Caltrans, the statewide Section 5311 FY 2016 & FY 2017 Call for Projects will be released soon. MTC staff also indicated that it may be a short turnaround between the call for projects and submittal of projects. The estimated amount of funding available for Solano County per year is $361,021.

The projects that have been previously funded from 5311 include operating assistance for Dixon Readi-Ride, Rio Vista Delta Breeze, Fairfield and Suisun Transit (FAST) Route 30, and Solano County Transit (SolTrans) Route 85. Section 5311 funding has also been used for bus replacements and funding swaps with the City of Dixon to assist Dixon and Solano County for their Intercity Bus Replacement shares and future bus replacements needs for Dixon as shown in Attachment A.

In February 2015, the STA Board authorized the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan and a funding swap of $65,000 of Section 5311 with TDA funds to be paid to STA for the repayment of the STAF loan. The City of Rio Vista's funding swap will be included in the funding recommendation.

STA staff contacted the transit operators to discuss the Section 5311 Call for Projects and received requests for funding from the transit operators as shown in Attachment B. STA staff is facilitating the County of Solano and Dixon Readi-Ride request to assist in the intercity bus replacement for the County's and Dixon's cost share by swapping 5311 operating funds with TDA funds. STA began swapping funding with Dixon in 2013 (Attachment C). If the current 5311 requested amount for 2016 and 2017 is approved by the STA Board, County of Solano and Dixon will have enough money to meet their local share requirement in FY 2017-18 for the Intercity Bus Replacement. STA staff is also assisting Dixon to swap 5311 operating funds with TDA funds for their replacement of four (4) buses needed in 2018. Dixon would need to request $60,000 in 2018 to meet the bus replacement goal.

The City of Vacaville does not provide service in the rural area so they do not qualify for 5311 funding. SolTrans has received $40,000 in the past years for operating Route 85. For the extensive time and effort that it takes to apply and report for the small amount of funding, they believe Dixon would be better utilizing the funding for the Intercity Bus replacements, in which everyone benefits.

In prior years, in the past, additional funding has occasionally become available. STA staff is recommending if additional funding becomes available that it is allocated to Dixon as operating assistance to be swapped out for the Intercity Bus Replacement for Dixon and the County of Solano.

Fiscal Impact:
Federal Section 5311 estimated funding in the amount of $722,042 is available to Solano County Transit Operators that operate service in rural area for the next two years.

Recommendation:
Forward a recommendation to the STA Board to approve the following:

1. The FTA 5311 programming for 2016 and 2017 as specified in Attachment B; and
2. Any additional 5311 funding that may become available to be programmed to Dixon for the Intercity Bus Replacement for Dixon and Solano County.

Attachments:

A. Federal Section 5311 approved funding for Solano County for 2014 and 2015.
B. Federal Section 5311 recommended funding for Solano County for 2016 and 2017.
C. Solano County 5311 Funding Tally for Dixon and Solano County

Attachment A

STA BOARD

Solano County 5311 Approved Funding
2014 and 2015

Operator	Projects	2014 STA Recommended	2015 STA Recommended
Dixon	Operating Assistance	**$70,000**	**$70,000**
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement	**$133,428**	**$29,092**
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement	**$40,000**	**$40,000**
Dixon	Bus Replacement	**$65,000**	**$65,000**
Fairfield	Operating Assist (Route 30)	**$100,000**	**$100,000**
Rio Vista	Operating Assistance	**$40,000**	**$65,000**
SolTrans	Operating Assistance (Route 85)	**$40,000**	**$40,000**
* $725,924 is Dixon and Solano Co. Share	Total	**$488,428**	**$409,092**
** $260,000 is Dixon Federal Share	Amount Available		
	Over/Under	**$ -**	**$ -**

Attachment B

STA BOARD

Solano County 5311 Funding Recommendation
2016 and 2017

Operator	Projects	2016 Requested Amount	2017 Requested Amount	2016 STA Recommended Amount	2017 STA Recommended Amount	2016 STA Dixon Swap	2017 2017 Dixon Swap
Dixon	Operating Assistance	$361,021	$361,021	$156,021	$192,521	$ 80,000	$ 85,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement					$ 16,021	$ 47,521
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement					$ 60,000	$ 60,000
Fairfield	Operating Assist (Route 30)	$100,000	$100,000	$100,000	$100,000	$ 100,000	$ 100,000
Rio Vista	Operating Assistance	$40,000	$68,500	$105,000	$68,500	$ 40,000	$ 68,500
Rio Vista (Swap/Loan)	Bus Replacement	$65,000				$ 65,000	
	Total	$566,021	$529,521	$361,021	$361,021		
	Amount Available	$361,021	$361,021	$361,021	$361,021		
	Over/Under	($205,000)	($168,500)	$0	$0	$ 361,021	$ 361,021

Solano County 5311 Funding Tally
Dixon and Solano County's Intercity Bus Replacement Cost Share
Dixon Local Bus Replacement

Operator	Projects	2013 STA Approved Amount	2014 STA Approved Amount	2015 STA Approved Amount	2016 STA Recommended Amount	2017 STA Recommended Amount	Total Reserve Bus Replacement TDA Reserve	Amount Required	Remaining Amount Needed
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement	$ 70,000	$ 133,428	$ 29,092	$16,021	$47,521	**$ 296,062**	$ 474,968	$ 179,485
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement		$ 40,000	$ 40,000	$60,000	$60,000	**$ 200,000**	$ 260,000	$ 60,000
	Total								**$ 239,485**

* $474,968 is Dixon and Solano Co. Share Pending Board Approval of the Intercity Bus Replacemenmt

** $260,000 is Dixon Federal Share of Dixon Local Bus Replacement (Bus replacement year is 2018)

$734,968 is amount required to meet the Intercity Bus Replacement Share and Dixon Local Bus (in year 2017-18, Dixon and County's share is $233,231)

Attachment B

STA BOARD

Solano County 5311 Funding Recommendation
2016 and 2017

Operator	Projects	Prior Funding Swaps with Dixon	2016 Requested Amount	2017 Requested Amount	2016 STA Recommended Amount	2017 STA Recommended Amount	Total Funding Swap with Dixon
Dixon	Operating Assistance		$361,021	$361,021	$80,000	$85,000	
*Dixon/Solano	Fund Swap for Intercity Bus Replacement	$ 232,520			$16,021	$47,521	$ 296,062
**Dixon Local	Fund Swap for Local Bus Replacement	$ 80,000			$60,000	$60,000	$ 200,000
Fairfield	Operating Assist (Route 30)		$100,000	$100,000	$100,000	$100,000	
Rio Vista	Operating Assistance		$40,000	$68,500	$40,000	$68,500	
Rio Vista (Swap/Loan)	Bus Replacement		$65,000		$65,000		
	Total		$566,021	$529,521	$361,021	$361,021	$ 496,062
	Amount Available		$361,021	$361,021	$361,021	$361,021	$ 734,968
	Over/Under		($205,000)	($168,500)	$0	$0	$ (238,906)

DATE: December 9, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Revised Solano Community College Transportation Fee Proposal

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Background:
At the meeting of September 29, 2015, the Consortium received an agenda item to determine the interest of the affected operators to collectively participate with STA and SCC to back a trial program to provide reduced fare access for registered (fee paying) college students. The Consortium chose to not act on the proposal and asked staff to further consult with the affected transit agencies, modify the proposal, and return with a revised proposal for consideration. This agenda item is to again determine the interest of the affected operators to collectively participate with STA and SCC to back a trial program, modified after consultation with the affected operators, to provide reduced fare access for registered (fee paying) college students.

Discussion:
At the September 29, 2015 Consortium meeting, members asked that STA arrange a meeting of the affected operators to determine a consensus approach. We were able to schedule a group conference call for December 9, 2015 that included representatives of the three operators and STA. This staff report provides the most current information based on the interpreted outcomes of the conference call.

The main concern from the September Consortium meeting seemed to be that the reduced rate fare media should be sold only at campus run outlets on the college campuses. The campus outlets are best equipped to validate purchases of the reduced rate fare media. Additionally, the Consortium members did not want to approve a recommendation without benefit of a separate meeting to develop and refine a consensus recommendation. The recommendation below reflects the comments received from the December 9, 2015 meeting.

Fiscal Impact:
SCC administration would presumably seek a vote of the student body to secure a fee of somewhere between $14 and $20 which would generate between $161,000 and $231,000. The funding generated from the student fee would be returned to Fairfield and Suisun Transit, Solano County Transit and Vacaville City Coach. Reimbursement to operators would be based on an estimate of lost revenue based on recent usage with an additional amount based on an estimate of increased usage due to reduced fare.

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to forward a proposal to SCC administration for a trial reduced student transit fare program with the following characteristics:

1. The program shall be a two-year pilot program;
2. Students registered at SCC would purchase prepaid tickets and passes at the Solano Community College Campus at half cost, to be used on the fixed routes for which the tickets and passes are valid;
3. The tickets and passes would be sold at outlets on the SCC campuses controlled by SCC through an agreement with STA and the transit agencies to establish the validation framework and accountability;
4. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress;

5. Students must be currently registered and fee paying student body members in order to purchase the discounted tickets and passes;
6. Using existing fixed route services as offered by FAST, SolTrans, Vacaville City Coach, and SolanoExpress, during pilot program; and,
7. Using existing types of fare media as currently provided by FAST, SolTrans, Vacaville City Coach, and SolanoExpress.

DATE: November 24, 2015
TO: STA TAC
FROM: Mary Pryor, NWC Partners Consultant
RE: SolanoExpress Intercity Bus Replacement Capital Plan

Background

In 2013, the Intercity Transit Funding Working Group met and jointly developed a plan for funding intercity bus replacements. The recommended plan was approved by the STA Board on March 13, 2013. Under this plan, the STA would provide 20% of the funding, 20% of the funding will be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

On January 14, 2015, the STA Board approved an updated funding plan based on input from the Consortium members, which the Consortium approved in December 2014. The January 2015 plan includes the assumption that the replacement vehicles will be CNG instead of hybrid diesel vehicles, includes identified funding from FAST and SolTrans, and includes the purchase of ten vehicles in the next three years. The plan approved by the STA Board in January 2015 is provided as Attachment A.

Discussion

Since January 2015, several elements of the plan have changed. The draft revised plan is included as Attachment B. SolTrans has accelerated their procurement schedule, and FAST plans to procure diesel rather than CNG vehicles. Both of these changes result in a total year of expenditure cost reduction of approximately $5 million. In addition, in comparison with the January 2015 plan, the current plan includes one additional vehicle for a total of 35 vehicles used for SolanoExpress service and funded by the Intercity funding agreement formula. The January 2015 plan had included 34 SolanoExpress buses plus one bus to be used for the San Francisco Bay Area Water Emergency Transportation Authority (WETA) service and funded by SolTrans and/or WETA.

Since 2013, the planned funding shares have been 60% from local agencies, 20% from STA, and 20% from MTC. As of January 2014, STA had identified nearly all of the funds necessary to meet its 20% share. With the current cost reduction, STA proposes to pass its portion of the savings on to the local agencies and maintain its January 2015 committed funding amount of $4,942,692. (STA's committed funding includes the Fairfield Train Station Loan repayment funds.)

Maintaining the same STA commitment amount increases STA's funding share to 24%, and reduces the local share to 56%. Each jurisdiction's funding share has been adjusted on a proportionate basis.

The following table summarizes the funding shares for each agency from the January 2015 to the current proposed plan.

Agency	January 2015 Funding	Proposed Funding	Change
STA	$4,942,692	$4,942,692	$0
Dixon	$475,549	$370,693	($104,856)
FAST	$6,003,550	$4,675,869	($1,327,681)
SolTrans	$6,386,449	$4,282,260	($2,104,189)
Vacaville	$2,716,564	$2,116,011	($600,553)
Unincorporated County	$135,128	$104,275	($30,853)
MTC or Other	$4,942,692	$4,122,948	($819,744)
Total	**$31,339,483**	**$26,351,608**	**($4,987,875)**

STA has requested information from each of the Consortium members regarding the status of funding their commitments. Attachment C provides details of the commitments by agency as of August 2015, summarized as follows:

- Dixon: $181,472 has been allocated for bus replacement as part of a Federal 5311 swap with TDA funds.
- Solano County: $51,048 has been allocated for the bus replacement, which partially funds their FY18-19 commitment as part of Federal 5311 swap with TDA funds.
- FAST: FAST has identified $1,248,939 to complete the acquisition of five vehicles in FY16-17. Currently, FAST anticipates using TDA funds which may be replaced with Federal funds as grants become available.
- SolTrans: SolTrans has identified $2,158,966 to complete the acquisition of six vehicles by FY16-17. Currently, SolTrans anticipates using FTA 5307 and FTA 5339 funds, but sources are subject to change.
- Vacaville: Commitment met with TDA funds, which had been planned to be loaned to Intermodal Station Project. Due to changes in the cost of the Intermodal Station project, the loan is no longer necessary.
- STA: STA has currently programmed $2,910,224 in STAF and $1,259,623 in Prop 1B for a total of $4,169,847 toward STA's target of $4,942,692.
- MTC or Other: STA has requested the 20% share from MTC, but has not yet received a commitment.

STA will continue to work with the Consortium members to secure the funding for the intercity bus replacement plan.

Fiscal Impact

The STA Board committed in January 2015 to contributing $4,942,692 of funding, and this proposal continues with this level of funding commitment. Proposed funding sources used to meet these commitments are listed in Attachment C.

Recommendation

Forward a recommendation to the STA Board to authorize the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B.

Attachments:

A. Intercity Bus Replacement Funding Plan Approved by STA Board January 14, 2015
B. Proposed Intercity Bus Replacement Funding Plan dated November 24, 2015
C. Agency Funding Status for Intercity Bus Replacement Funding Plan as of August 2015

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Solano County Intercity Bus Fleet Replacement Costs and Funding

Attachment A

Prepared by NWC Partners, Dec. 3, 2014

Approved by STA Board January 14, 2015

Based on Interim Funding Plan
Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula
Assumes CNG Vehicles, 5 SolTrans Vehicles in FY16, 5 FAST vehicles in FY17

			Funded	Funded[a]							
Year of Replacement[b]		FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
Total Buses to be Replaced		0	5	5	0	13	2	3	5	2	**35**
FAST		*0*	*0*	*5*	*0*	*2*	*2*	*3*	*5*	*2*	***19***
SolTrans		*0*	*5*	*0*		*11*					***16***
Unit Cost -- 45 ft CNG[c]		$ 790,010	$ 813,710	$ 838,122	$ 863,265	$ 889,163	$ 915,838	$ 943,313	$ 971,613	$ 1,000,761	
Vehicle Cost		**$ -**	**$ 4,068,552**	**$ 4,190,608**	**$ -**	**$ 11,559,122**	**$ 1,831,676**	**$ 2,829,940**	**$ 4,858,063**	**$ 2,001,522**	**$ 31,339,483**
Funding											
Near Term: 6 Replacements											
Federal Earmarks			$ 1,260,000								**$ 1,260,000**
Prop 1B Lifeline			$ 1,000,000								**$ 1,000,000**
Prop 1B Pop Base			$ 535,190	$ 2,360,202							**$ 2,895,392**
STAF				$ 581,467							**$ 581,467**
Longer Term: 28 Replacements											
20% Funding from STA[d]					$ -	$ 1,630,754	$ 114,411	$ 565,988	$ 971,613	$ 400,304	**$ 3,683,070**
Fairfield Train Station Loan Repayment [e]			$ 251,925	$ 251,925	$ 251,925	$ 251,925	$ 251,925				**$ 1,259,623**
20% Funding from MTC[f] -- Proposed					$ -	$ 2,638,452	$ 366,335	$ 565,988	$ 971,613	$ 400,304	**$ 4,942,692**
60% Funding by Locals											**$ -**
Dixon	1.9%				$ -	$ 253,852	$ 35,246	$ 54,455	$ 93,481	$ 38,514	**$ 475,549**
FAST [g]	24.3%			$ 1,248,939	$ -	$ 1,955,808	$ 444,962	$ 687,467	$ 1,180,151	$ 486,222	**$ 6,003,550**
SolTrans [h]	22.2%		$ 1,273,362		$ -	$ 2,550,300	$ 407,440	$ 629,494	$ 1,080,632	$ 445,220	**$ 6,386,449**
Vacaville	11.0%				$ -	$ 1,450,125	$ 201,342	$ 311,074	$ 534,010	$ 220,012	**$ 2,716,564**
Unincorporated County	0.5%				$ -	$ 72,132	$ 10,015	$ 15,474	$ 26,563	$ 10,944	**$ 135,128**
Total Bus Replacement Funding		**$ -**	**$ 4,320,476**	**$ 4,442,533**	**$ 251,925**	**$ 10,803,348**	**$ 1,831,676**	**$ 2,829,940**	**$ 4,858,063**	**$ 2,001,522**	**$ 31,339,483**
Annual Balance		**$ -**	**$ 251,925**	**$ 251,925**	**$ 251,925**	**$ (755,774)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 0**
Cumulative Balance		**$ -**	**$ 251,925**	**$ 503,849**	**$ 755,774**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	

Train Station Loan Funding Plan [e]											
STA Loan of Prop 1B		$ 1,259,623									**$ 1,259,623**
Fairfield Loan Repayment			$ 251,925	$ 251,925	$ 251,925	$ 251,925	$ 251,925				**$ 1,259,623**
Cumulative Loan Balance		**$ 1,259,623**	**$ 1,007,698**	**$ 755,774**	**$ 503,849**	**$ 251,925**	**$ -**	**$ -**	**$ -**	**$ -**	

Notes

a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
c. CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. FAST acquisitions in FY17 may be diesel, which would reduce total cost by approximately $350,000.
d. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
e. STA will loan $1.259m in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 5 years. Loan repayment proceeds will be used as portion of STA's 20% contribution to fleet replacement.
f. Proposed MTC funding from bridge tolls (RM-2) or Sec. 5307 (SF UZA)
g. FAST has identified additional funding (FTA 5339) for earlier acquisitions, which will reduce FAST's funding share in FY19.
h. SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions, which reduces SolTrans' funding share in FY19. Acquisitions in FY18-19 include one vehicle used for WETA service; SolTrans will be responsible for developing funding plan with WETA for this vehicle.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners, November 24, 2015

Maintain 1/14/15 STA commitment, reduce local shares

DRAFT

Attachment B

Based on Interim Funding Plan
Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula

			Funded	Funded[a]	To Be Funded[b]							
Year of Replacement[c]		FY 14-15	FY 15-16	FY 16-17	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
Total Buses to be Replaced		0	5	6	4	6	2	2	3	5	2	**35**
FAST: All Diesel		*0*	*0*	*5*		*0*	*2*	*2*	*3*	*5*	*2*	***19***
SolTrans: All CNG		*0*	*5*	*1*	*4*	*6*						***16***
Unit Cost -- 45 ft Over-the-Road Diesel[d]			$ 617,000	$ 626,000	$ 626,000	$ 635,000	$ 654,050	$ 673,672	$ 693,882	$ 714,698	$ 736,139	
Unit Cost -- 45 ft CNG[e]		$ 790,010	$ 813,710	$ 838,122	$ 838,122	$ 863,265	$ 889,163	$ 915,838	$ 943,313	$ 971,613	$ 1,000,761	
Vehicle Cost		**$ -**	**$ 4,068,552**	**$ 3,968,122**	**$ 3,352,486**	**$ 5,179,592**	**$ 1,308,100**	**$ 1,347,343**	**$ 2,081,645**	**$ 3,573,490**	**$ 1,472,278**	**$ 26,351,608**
Funding												
Near Term: 10 Replacements												
Federal Earmarks			$ 1,260,000									**$ 1,260,000**
Prop 1B Lifeline			$ 1,000,000									**$ 1,000,000**
Prop 1B Pop Base			$ 535,190	$ 2,360,202								**$ 2,895,392**
STAF				$ 581,467								**$ 581,467**
Longer Term: 25 Replacements												
24% Funding from STA[f]					$ 1,350,760	$ 1,614,295	$ 150,013			$ 568,001		**$ 3,683,069**
Fairfield Train Station Loan Repayment[g]			$ 314,906	$ 314,906	$ -	$ 314,906	$ 314,906	$ -				**$ 1,259,623**
20% Funding from MTC or Other[h] -- Proposed						$ 1,381,719	$ 137,317	$ 480,963	$ 765,849	$ 784,640	$ 572,461	**$ 4,122,948**
56% Funding by Locals												
Dixon	1.8%				$ 108,764	$ 73,682	$ 25,171	$ 25,926	$ 40,056	$ 68,763	$ 28,330	**$ 370,693**
FAST[i]	22.7%			$ 1,248,939	$ 124,154	$ 926,263	$ 317,772	$ 327,305	$ 505,686	$ 868,095	$ 357,655	**$ 4,675,869**
SolTrans[j]	20.8%		$ 1,273,362	$ 885,604		$ 848,848	$ 182,064	$ 182,064	$ 273,095	$ 455,159	$ 182,064	**$ 4,282,260**
Vacaville	10.3%						$ 173,705	$ 323,718	$ 485,576	$ 809,294	$ 323,718	**$ 2,116,011**
Unincorporated County	0.5%				$ 30,906	$ 19,879	$ 7,152	$ 7,367	$ 11,382	$ 19,539	$ 8,050	**$ 104,275**
Total Bus Replacement Funding		**$ -**	**$ 4,383,457**	**$ 5,391,118**	**$ 1,614,584**	**$ 5,179,592**	**$ 1,308,100**	**$ 1,347,343**	**$ 2,081,645**	**$ 3,573,490**	**$ 1,472,278**	**$ 26,351,608**
Annual Balance		**$ -**	**$ 314,906**	**$ 1,422,997**	**$ (1,737,902)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Cumulative Balance		**$ -**	**$ 314,906**	**$ 1,737,902**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Train Station Loan Funding Plan[g]												
STA Loan of Prop 1B		$ 1,259,623										**$ 1,259,623**
Fairfield Loan Repayment			$ 314,906	$ 314,906		$ 314,906	$ 314,906					**$ 1,259,623**
Cumulative Loan Balance		**$ 1,259,623**	**$ 944,717**	**$ 629,812**	**$ 629,812**	**$ 314,906**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

	Phase 1: FY 14-15 to FY 19-20	Phase 2: FY 20-21 to FY 22-23
Total Buses to be Replaced	**25**	**10**
FAST: All Diesel	***9***	***10***
SolTrans: All CNG	***16***	***0***
Vehicle Cost	**$ 19,224,194**	**$ 7,127,413**
Funding		
Near Term: 10 Replacements		
Federal Earmarks	**$ 1,260,000**	**$ -**
Prop 1B Lifeline	**$ 1,000,000**	**$ -**
Prop 1B Pop Base	**$ 2,895,392**	**$ -**
STAF	**$ 581,467**	**$ -**
Longer Term: 25 Replacements		
24% Funding from STA[f]	**$ 3,115,068**	**$ 568,001**
Fairfield Train Station Loan Repayment[g]	**$ 1,259,623**	**$ -**
20% Funding from MTC[h] -- Proposed	**$ 1,999,999**	**$ 2,122,950**
56% Funding by Locals		
Dixon	**$ 233,544**	**$ 137,149**
FAST[i]	**$ 2,944,433**	**$ 1,731,436**
SolTrans[j]	**$ 3,371,942**	**$ 910,318**
Vacaville	**$ 497,423**	**$ 1,618,588**
Unincorporated County	**$ 65,304**	**$ 38,971**
Total Bus Replacement Funding	**$ 19,224,194**	**$ 7,127,413**

Notes

a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
b. FY 16-17 includes 5 FAST vehicles in plan approved by STA in January 2015 ("Funded" column) and SolTrans' requested acceleration of 5 vehicles ("To be Funded" column).
c. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
d. Diesel Vehicle price from MTC's FY15-16 to FY17-18 pricelist, with 3% annual escalation after FY17-18.
e. CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. 45' Hybrid vehicles not included in most recent pricelist.
f. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
g. STA will loan up to $1,259,653 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet replacement.
h. Proposed MTC or other funding.
i. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
j. SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions. Acquisitions in FY17-18 include one additional vehicle used for Solano Express service (compared to plan approved by STA Board in January 2015, which included 34 Solano Express vehicles and 1 WETA vehicle), to be funded by Intercity funding agreement formula.

Solano County Intercity Bus Fleet Replacement Funding Status

Attachment C

DRAFT

Identified Funding As of August 25, 2015

Maintain 1/14/15 STA commitment, reduce local shares

		Dixon	County	FAST	SolTrans	Vacaville	STA	MTC	*Total*
Funding Need		**$ 370,693**	**$ 104,275**	**$ 4,675,869**	**$ 4,282,260**	**$ 2,116,011**	**$ 4,942,692**	**$ 4,122,948**	***$ 20,614,749***
									$ -
Identified Funding									*$ -*
	Fairfield Loan Repayment[a]						$ 1,259,623		*$ 1,259,623*
	TDA					$ 2,116,011			*$ 2,116,011*
	STAF						$ 2,910,224		*$ 2,910,224*
	FTA 5307[b]				$ 1,391,385				*$ 1,391,385*
	TDA swapped for FTA 5311[c]	$ 181,472	$ 51,048						*$ 232,520*
	FTA 5339[d]			$ 1,248,939	$ 767,581				*$ 2,016,520*
									$ -
Total Identified Funding		**$ 181,472**	**$ 51,048**	**$ 1,248,939**	**$ 2,158,966**	**$ 2,116,011**	**$ 4,169,847**	**$ -**	***$ 9,926,283***
Balance to be Funded		**$ 189,221**	**$ 53,227**	**$ 3,426,930**	**$ 2,123,294**	**$ -**	**$ 772,845**	**$ 4,122,948**	***$ 10,688,466***
Proposed Sources		**Dixon[e]**	**County[e]**	**FAST[f]**	**SolTrans[g]**	**Vacaville[h]**	**STA[i]**	**MTC[j]**	
		FTA 5311 swap	FTA 5311 swap	TDA replaced with Federal funds as grants become available	FTA 5307 FTA 5339 AB 664 STAF/TDA			RM-2 FTA 5307	

Notes:

a. Fairfield Loan Repayment sources are Fairfield's AB1600 and Northeast TIF funding.

b. SolTrans FTA 5307 includes $416,385 for FY13 and $975,000 in FY14, to be obligated in August 2015; additional SolTrans FTA 5307 may be used for future years as needed.

c. Dixon & County funds swap FTA 5311 with TDA. County's identified funds to flow through Dixon.

d. SolTrans FTA 5339 includes $767,581 for FY13 & FY14 request pending approval.

e. STA assisting Dixon and County in identifying sources to meet obligation.

f.

g. SolTrans has proposed up to $6,796,310 in future FTA 5307, $1,201,788 (in FY16 to FY18 funds), $300,000 in AB 664, and $1,228,148 in STAF/TDA funds (June 2015 Solano Express Fleet Replacement Plan)

h.

i.

j.

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DATE: December 4, 2015
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2016 Legislative Priorities and Platform and Legislative Update

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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 and Federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at http://tiny.cc/staleg.

Discussion:
To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC), STA Transit Consortium and the general public had opportunity to review the Draft 2016 Legislative Platform and Priorities through November 30, 2015. No comments were received by the deadline. Staff has proposed edits to the Platform that was last presented which are shown with tracked changes (Attachment C).

STA staff recommends forwarding the Final Draft 2016 Legislative Platform and Priorities to the STA Board for approval upon recommendation of the TAC and Consortium. The Platform will be placed on the January 2016 agenda of the STA Board for consideration of adoption.

STA Staff is scheduled to meet with the four cities collectively funding STA's federal lobbyist contract on the morning of December 16, 2015 to prepare for a 2016 visit to Washington DC. Staff will provide an update to the TAC if any proposed changes to the Legislative Priorities result from this meeting.

State Legislative Update (Shaw/Yoder/Antwih, Inc.):
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 returned 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 worked through the recess to reach an agreement on the conference report by November 30, the date that Congress returned from the holiday. The current extension of transportation law expires on December 6. Attachment B provides further information on this topic. Akin Gump has summarized the Fixing America's Surface Transportation (FAST) Act (Attachment D) that was approved by both the House and the Senate. The bill now awaits the President's signature.

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:
Forward a recommendation to the STA Board to adopt the STA's 2016 Legislative Priorities and Platform.

Attachments:

A. State Legislative Update
B. Federal Legislative Update
C. STA's Draft 2015 Legislative Priorities and Platform with Tracked Changes (Redline)
D. Analysis of FAST Act

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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.

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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 vehicles 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). <u>The Author's Office indicates this bill will not move forward.</u>***

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.

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

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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Solano Transportation Authority
FINAL DRAFT 2016 Legislative Priorities and Platform

For Consortium/TAC Consideration 12/15-16/15

PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales
- Jepson Parkway

Transit Centers:

Tier 1:

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)

Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. **Roadway/Highway**

- I-80/I-680/SR 12 Interchange Packages II and III
  - Candidate for Nationally Significant Freight and Highway project or TIGER discretionary grant~~or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation~~
  - Eligible for funding under National Freight Program, National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes – Vacaville segment
  - Candidate for TIFIA financing (via MTC)
- I-80 Westbound Truck Scales
  - Potential candidate for Nationally Significant Freight and Highway project or TIGER discretionary grant~~or Project of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation~~ (in lieu of the I-80/I-680/SR-12 project)
  - Pursue funding under Surface Transportation Program
- Jepson Parkway
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- SR 12 East Improvements
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

2. **Transit Centers**
   - Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
     - Eligible for federal transit funds distributed by formula
     - Consider applying for Bus and Bus Facilities discretionary grant
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - ~~Consider New Starts funding~~
     - ~~May be candidate for discretionary grant depending on timing and substance of~~TIFIA loan for Transit Oriented Development ~~transportation legislation~~
   - Fairfield Transportation Center Expansion
     - Eligible for federal transit funds distributed by formula
     - Consider applying for Bus and Bus Facilities discretionary grant
     - ~~~~
     - ~~Eligible for Surface Transportation Program funds~~
     - Consider joint development opportunities to leverage federal dollars
     - ~~Likely eligible for CMAQ Funds~~Consider TIFIA loan for Transit Oriented Development
     - ~~May be candidate for discretionary grant depending on timing and substance of transportation legislation~~
   - Parkway Blvd. Overcrossing/Dixon Intermodal Station
     - Candidate for Highway Safety Improvement Program funds
   - Vacaville Transit Center, Phase 2
     - Eligible for federal transit funds distributed by formula
     - Consider applying for Bus and Bus Facilities discretionary grant
     - ~~Eligible for Surface Transportation Program funds~~
     - Consider joint development opportunities to leverage federal dollars
     - Consider TIFIA loan for Transit Oriented Development
     - Likely eligible for CMAQ Funds
     - ~~May be candidate for discretionary grant depending on timing and substance of transportation legislation~~
   - Vallejo Transit Center (Downtown) Parking Structure Phase B
     - Eligible for federal transit funds distributed by formula
     - Consider applying for Bus and Bus Facilities discretionary grant
     - Consider joint development opportunities to leverage federal dollars
     - Consider TIFIA loan for Transit Oriented Development
     - ~~Eligible for federal transit funds distributed by formula~~
     - ~~Eligible for Surface Transportation Program funds~~
     - ~~Consider joint development opportunities to leverage federal dollars~~
     - ~~Likely eligible for CMAQ Funds~~
     - ~~May be candidate for discretionary grant depending on timing and substance of transportation legislation~~
   - SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
     - Eligible for federal transit funds distributed by formula
     - Consider applying for Bus and Bus Facilities discretionary grant
     - Eligible for Surface Transportation Program Funds
     - ~~Likely eligible for CMAQ funds~~

- Consider joint development opportunities to leverage federal dollars
- Consider TIFIA loan for Transit Oriented Development
- ~~May be candidate for discretionary grant depending on timing and substance of transportation legislation~~

3. **Programs**
   - Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
     - Seek funding for SR2S from Surface Transportation ~~Alternatives p~~Program
     - Projects would be eligible for CMAQ funding
   - Climate Change/Alternative Fuels
     - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
     - Pursue Diesel Emission Reduction Act Funding
     - Pursue Department of Energy Clean Cities technical support
     - ~~May be able to pursue~~ Consider pursuing Bus and Bus Facilities discretionary grant ~~for alternative fuel vehicles and fueling infrastructure depending on timing and substance of transportation legislation~~
   - Freight/Goods Movement
     - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
     - Identify federal fund source for I-80 Westbound Truck Scales
     - Rail Crossings/Grade Separations
       - Candidate for TIGER or ~~Projects of National or Regional Significance or goods movement program~~ Nationally Significant Freight and Highway Projects grant ~~depending on timing and substance of transportation legislation~~
       - Eligible for funding under National Highway Performance Program, Surface Transportation Program, National Freight Program and Highway Safety Improvement Program
       - Grade crossing eligible for funding under Highway Safety Improvement Program
   - Mobility Management
     - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
     - Eligible for federal transit funds distributed by formula
   - Safe Routes to School
     - Seek funding from Surface Transportation ~~Alternatives p~~Program

State Funding

1. Active Transportation

- SR2S – Engineering projects
- Vallejo segment of Napa Vine Trail (future)
- Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

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2. Cap and Trade
    - Capital Bus Replacement – SolanoExpress
    - Transit service expansions
    - OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
    - High Speed Rail connectivity to Capitol Corridor
    - Multimodal transit facilities

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3. Freight/Goods Movement
    - I-80 Westbound Truck Scales
    - Rail Crossings/Grade Separations
    - SR 12

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4. ITIP
    - I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
    - I-80/I-680/SR 12 Interchange Packages II & III

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5. RTIP
    - I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
    - I-80/I-680/SR 12 Interchange Phase II & III
    - Jepson Parkway

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6. SHOPP
    - I-80 Westbound Truck Scales
    - SR 12/113 Intersection
    - SR 12 Summerset to Drouin Gap – Rio Vista
    - SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.

2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.

3. Oppose efforts to reduce or divert funding from transportation projects.

4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

5. Support establishment of regional Express Lanes network.

6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.

7. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
   a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
   b) Structure the investments to favor integrated transportation and land use strategies.
   c) Distribute available funds to strategically advance the implementation of Plan Bay Are and related regional policies to meet GHG reduction goals through transportation anc land use investments.
   d) Provide the incentives and assistance that local governments need to make SB 375 work.
   e) Advocate for an increase to percentage of funds designated for regional implementat to meet the GHG reduction goals.
   f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system.

8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).

~~10. Support prompt reauthorization of MAP-21 with stable funding for highway and transit programs.~~

10~~1~~. Support efforts to ensure Solano receives fair share of federal transportation funding from state.

11~~2~~. Support development of a national freight policy and engage Caltrans and the Air Resources Board in the development of a California Freight Mobility Plan, the Sustainable Freight Plan, and the integrated freight action plan called for in Governor Brown's Executive Order B-32-15, to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.

12~~3~~. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight~~Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects~~.

13~~4~~. Support funding of federal discretionary programs for nationally significant projects~~, including Projects of National and Regional Significance~~ such as I-80 and Westbound Truck Scales, transit discretionary grants, and Intelligent Transportation System (ITS) deployment.

14~~5~~. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.

15~~6~~. Support laws and policies that expedite project delivery.

16~~7~~. Support legislation that identifies long-term funding for transportation.

17~~8~~. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.

18~~9~~. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.

19~~2~~ ~~0~~. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.

2. Support legislation promoting the planning, design and implementation of complete streets.

3. Support legislation to promote Safe Routes to School programs in Solano County.

4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).

5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

6. Support legislation that increases employers' opportunities to offer commuter incentives.

7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.

8. Support establishment of regional Express Lanes network. *(Priority #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*

3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.

7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.

10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

12. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
    a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
    b) Structure the investments to favor integrated transportation and land use strategies.
    c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
    d) Provide the incentives and assistance that local governments need to make SB 375 work.
    e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
    f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system. *(Priority #7)*

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

6. Monitor regulations pertaining to the transport of volatile and hazardous materials.

7. Monitor implementation of the environmental streamlining provisions in MAP-21.

8. Support provisions in ~~MAP-21 reauthorization legislation~~the FAST Act that further streamline the project approval process.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.

2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.

4. Advocate for continued Solano County representation on the Water Emergency Transportation Authority (WETA) Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #18~~9~~)*

VI. Funding

1. Protect Solano County's statutory portions of state highway and transit funding programs.

2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*

7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Priority #2)*

8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*

11~~11.~~ Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
~~Support prompt reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*~~

12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #11~~2~~)*

13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.

14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

16. Support legislation that would mitigate fluctuations in the annual adjustment made by the Board of Equalization to the state excise tax on gasoline.

17. Monitor the distribution of State and regional transportation demand management funding.

18. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.

19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*

20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

21. Support maintaining and increasing Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies that reduce vehicle miles travelled. *(Priority #7)*

VII. Project Delivery

1. Monitor implementation of FAST Act and MAP-21 provisions that would expedite project delivery. (*Priority #16*)

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. (*Priority #2*)

6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of

environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.

5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.

3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support tax benefits and/or incentives for programs to promote use of public transit.

3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.

4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations ~~for~~ in rural, small and large Urbanized Areas (UZAs).

5. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority #19~~20~~)*

6. Monitor implementation of requirements in MAP-21 and FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.

7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Priority #7)*

8. Support funding of discretionary programs, including bus and bus facilities and ITS deployment.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #11~~2~~)*

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

~~XII. Reauthorization of MAP-21~~

1. ~~Support prompt reauthorization of MAP-21. *(Priority #10)*~~

2. ~~Legislation should provide stable funding source for highway and transit programs.~~

3. ~~Between 2016 and 2025:~~
   a) ~~Federal fuel tax should be raised and indexed to the construction cost index.~~
   b) ~~Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.~~
   c) ~~State and local governments need to raise motor fuel, motor vehicle, and other related user fees.~~

4. ~~Post 2025: A vehicle miles traveled (VMT) fee should be implemented.~~

5. ~~Legislation should include separate funding for goods movement projects.~~

6. ~~Legislation should include discretionary programs for high priority transit and highway projects. *(Priority #13)*~~

7. ~~Legislation should further streamline project delivery.~~

8. ~~Legislation should provide discretionary funding for ITS deployment.~~

9. ~~Legislation should provide discretionary funding and/or incentives for zero and low emission transit vehicles and infrastructure.~~

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Summary of the Fixing America's Surface Transportation (FAST) Act
December 2, 2015

On December 1, House and Senate conferees reached agreement on a five-year $305 billion surface transportation bill titled *the Fixing America's Surface Transportation (FAST) Act.*The bill increases funding for highway programs by 15.1 percent from $40.3 billion to $46.4 billion by fiscal year 2020. It increases the core transit program by 17.8 percent from $10.7 billion to $12.6 billion in fiscal year 2020. The House and Senate are expected to vote on the bill tomorrow and the President is expected to sign it into law by Friday, December 4 before the current extension of law expires.

The following is a summary of certain portions of the bill:

I. Highway Program

- Coverts STP program to a block grant program giving states more flexibility over how they spend their funds.
  - Program has broad eligibility and subsumes the Transportation Alternatives program.
  - Increases STP funding distributed to local governments from 50 percent to 55 percent over the life of the bill.
  - Allows states to use STP funds to establish office to assist with design, implementation, and oversight of public-private partnerships eligible to receive federal highway and transit funding and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs.

- Allows states and MPOs to obligate CMAQ funds to most cost-effective seven projects to reduce emissions from port-related landside nonroad or on-road equipment operated within the boundaries of a PM 2.5 nonattainment or maintenance area.

- Expands definition of innovative project delivery eligible for 100 percent federal to projects that use innovative pavement materials that have a demonstrated life cycle of 75 or more years, are manufactured with reduced greenhouse gas emissions, and reduce construction-related congestion by rapidly curing.

- Requires public authority's with jurisdiction over HOV lanes to notify the Secretary of Transportation within 180 days after the facility is degraded and to submit a plan for making significant progress toward bringing the facility into compliance with the minimum average operating speed performance standard, including: increasing the occupancy requirement for HOV lanes; varying the toll charged to vehicles to reduce demand; discontinuing allowing non-HOV vehicles to use HOV lanes; or increasing the available capacity of the HOV facility.

- Requires annual updates regarding compliance.
- The Secretary may impose sanctions if the authority fails to bring the road into compliance, however, the Secretary may waive the compliance requirements if the waiver is in the best interest of the traveling public, the public authority is making a good faith effort to improve the performance of the facility and is taking the steps described above. As a condition of the waiver the Secretary may require the authority to take additional steps to maximize the operating speed of the road.

- Requires an HOV facility located in a metropolitan area that is on the interstate system and charging tolls to consult with the MPO regarding the placement and amount of tolls.

- Authorizes a state transportation agency to relinquish park-and-ride lot facilities or portions of park-and-ride lot facilities to a local government agency for highway purposes if authorized to do so under State law if the agreement providing for the relinquishment provides that rights-of-way on the Interstate System will remain available for future highway improvements; and modifications to the facilities that could impair the highway, or interfere with the free and safe flow of traffic are subject to the approval of the Secretary.

II. Transit Program

- Changes bus and bus facilities program to add a discretionary grant program.
  - Formula component funded at $427.8 million in fiscal year 2016, $436 million in fiscal year 2017, $445.5 million in fiscal year 2018, $ $454.9 million in 2019 and $464.6 million in 2020.
  - Discretionary component funded at $268 million in fiscal year 2016, $283.6 million in fiscal year 2017, $301.5 in fiscal year 2018, $322 million for fiscal year 2019 and $344 million for fiscal year 2020.
  - Moves the low and no emission grant program within the discretionary bus program.
  - Directs the Secretary to consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities in making grants.
  - Allows states to submit statewide application
  - Allows recipients in a state to pool formula funds to accommodate larger scale procurements.

- The section 5340 high density formula component is funded at $263.9 million for fiscal year 2016, $265 million for fiscal year 2017, $266.6 million for 2018, $268 for fiscal year 2019 and $269 for fiscal year 2020.

- The new starts share for full funding grant agreements is limited to 60 percent, but small starts projects can receive up to 80 percent funding under program.

- Allows use of revenue generated from value capture financing mechanisms as local matching funds for capital projects eligible operating costs.

- Requires the Secretary to review safety standards and protocols and evaluate the need to establish federal minimum public transportation safety standards.

- Establishes program for the expedited delivery of up to eight new fixed guideway capital projects, core capacity improvement projects and small start projects that have a federal interest of less than 25 percent and utilize public private partnerships.
  - Grantee must repay federal funds if project is not completed.

- Establishes pilot program for Innovative Coordinated Access and Mobility to provide grants for innovative projects that improve the coordination of transportation services and non-emergency medical transportation, including the deployment of technology.

- Includes the following Buy America provisions:

  - If the Secretary denies a request for a Buy America waiver, he must certify in writing that the item is produced in the United States in a sufficient and reasonably available amount and the item is of satisfactory quality, and to list known manufacturers in the United States from which the item can be obtained.
  - Allows rolling stock manufacturers that procure iron and steel produced in the United States, to include the cost of that iron and steel in the domestic content calculation when such iron or steel is used in rolling stock frames and car shells, regardless of where they are produced, provided the iron or steel is produced in the United States.

- Establishes pilot program to allow up to three geographically diverse nonprofits to host cooperative procurement contracts.

- Removes regulatory requirements associated with leasing transit assets.

III. Freight Policy and Funding

Establishes National Surface Transportation and Innovative Finance Bureau within DOT to serves as one-stop-shop for states and local governments to receive federal financing or funding assistance, as well as technical assistance.

- Establishes Nationally Significant Freight and Highway Projects Program

- Program funded at $800 million in fiscal year 2016, $850 million in fiscal year 2017, $900 million in fiscal year 2018, $950 million in fiscal year 2019 and $1 billion in fiscal year 2020.
- Up to $500 million may be spent on multimodal projects. Highway-grade separation and at grade crossing projects do not count against the $500 million cap.
- States, MPOs representing areas with a population of more than 200,000, local units of government, special purpose districts or public authorities with a transportation function, including a port authority, and federal land management agencies are eligible to apply.
- Minimum project threshold is $100 million. Minimum grant amount is $25 million.
- Ten percent set-aside for projects that do not meet this $100 million threshold.
- Federal share is 60 percent, but other federal funds can be combined provided total federal funds cannot exceed 80 percent.
- Secretary must consider project's significance and value, readiness, local funding commitment, ability of the project sponsor to construct the project, need for the federal funding to be able to complete the project and ability of the project sponsor to begin construction not later than 18 months after the date of obligation of funds for the project.
- Bill provides that the Secretary should consider utilization of nontraditional financing, innovative design and construction techniques, or innovative technologies as well as utilization of non-Federal contribution and geographic distribution of projects.
- Congress has oversight of final project selections, and may pass joint resolution disapproving of projects selected.
- Funds under this program may be used to pay subsidy and administrative costs necessary to provide the entity Federal credit assistance for the project.

- Establishes National Highway Freight Program

  - Formula program distributed to states. Funded at $1.15 billion in fiscal year 2016, $1.1 billion in fiscal year 2017, $1.2 billion in fiscal year 2018, $1.2 billion in fiscal year 2018, $1.35 billion in fiscal year 2019 and $1.5 billion in fiscal year 2020.
  - States must have State Freight Plan as a condition of receiving funding.

- Federal Highway Administrator is directed to establish a national freight network.
- Establishes multimodal freight policy and a multimodal freight network and calls for a multimodal National Freight Strategic Plan. It encourages the continuation of State Freight Advisory Committees.
- Establishes a process for designating and redesignating the primary highway freight system including adding miles.

IV. Environmental Streamlining

- Allows the Secretary to make a finding under NEPA that there is no feasible or prudent alternative to avoid use of a historic site and if State historic preservation officer, tribal historic preservation officer; Council on Environmental Quality (if applicable) and Secretary of the Interior concur, then no further analysis or consultation is required.
- Establishes criteria for programmatic reviews, including timeline for updating an out-of-date review; relationship between any programmatic analysis and future tiered analysis; and the role of the public in the creation of future tiered analysis; and provide notice and public comment opportunities.
- Directs lead agencies to consider and respond to comments received from participating agencies on matters within the special expertise or jurisdiction of those agencies.
- Requires, to the maximum extent practicable and consistent with Federal law, all federal permits and reviews for a project shall rely on a single environment document prepared under NEPA.
- States that a participating agency shall provide comments, responses, studies or methodologies on areas within the special expertise or jurisdiction of the agency; and use the process to address any environmental issues of concern to the agency.
- Not later than 45 days after the publication of a notice of intent to prepare an environmental impact statement or the initiation of an environmental assessment, the Secretary shall provide to the project sponsor a written response that describes the determination of the Secretary to initiate the environmental review process, including a timeline and an expected date for the publication in the Federal Register of the relevant notice of intent; or to decline the application, including an explanation of the reasons for that decision; or request additional information, and provide to the project sponsor an accounting regarding what documentation is necessary to initiate the environmental review process.
- A participating agency that declines to participate in the development of the purpose and need and range of alternatives for a project shall be required to comply with the environmental review schedule.
- To the maximum extent practicable and consistent with Federal law, the range of alternatives determined for a project shall be used for all Federal environmental reviews and permit processes unless the alternatives must be modified to address significant new information or circumstances or for the lead agency or a participating agency to fulfill the responsibilities of the agency under NEPA.
- The lead agency may eliminate from detailed consideration an alternative proposed in an environmental impact statement if the lead agency determines that the alternative was considered in a metropolitan planning process or a State environmental review process by a metropolitan planning organization or a State or local transportation agency, the lead agency provided guidance to the metropolitan planning organization or State or local transportation agency regarding the analysis of alternatives, there was an opportunity for public comment;

the metropolitan planning organization or State or local transportation agency rejected the alternative after considering public comment; the Federal lead agency independently reviewed the alternative evaluation approved by the metropolitan planning organization or State or local transportation agency; and the Federal lead agency determined in consultation with federal participating or cooperating agencies, that the alternative to be eliminated from consideration is not necessary for compliance with NEPA or with the concurrence of Federal agencies with jurisdiction over a permit or approval required for a project, that the alternative is not necessary for any permit or approval.

- Any issue resolved by the lead agency with the concurrence of participating agencies may not be reconsidered unless significant new information or circumstances arise.
- The Secretary may allow a public entity receiving financial assistance to provide funds to federal agencies, State agencies, and Indian tribes participating in the environmental review process for the project or program.
- To the maximum extent practicable, the lead agency shall develop a single document that consists of a final environmental impact statement and a record of decision.
- Requires a rulemaking on implementing programmatic approaches to environmental reviews.
- Allows for the adoption or incorporation by reference of planning products by the lead agency in the NEPA proceedings and by cooperating agencies with respect to any permits required under laws other than NEPA provided that the planning process considered systems-level or corridor-wide transportation needs and potential effects, included public notice that the planning products produced in the planning process may be adopted during a subsequent environmental review process and provided an opportunity for public comment and there is no significant new information or new circumstance that has a reasonable likelihood of affecting the continued validity or appropriateness of the planning product
- An agency participating in the environmental review process under this section shall provide comments, responses, studies or methodologies on those areas within the special expertise or jurisdiction of the agency; and use the process to address any environmental issues of concern to the agency.
- Requires the lead agency, in consultation with participating agencies, to develop, as appropriate, a checklist to help project sponsors identify potential natural, cultural, and historic resources in the area of a project to identify agencies and organizations that can provide information about natural, cultural, and historic resources; to develop the information needed to determine the range of alternatives; and to improve interagency collaboration to help expedite the permitting process for the lead agency and participating agencies.
- Establishes a pilot program to allow up to 5 states to substitute their own environmental laws and regulations for NEPA if the state's laws and regulations are at least as stringent as NEPA. A state with an approved program may allow up to 25 local governments to participate.
    - Secretary shall undertake a rulemaking to implement this authority.

- Establishes Federal Infrastructure Permitting Council composed of the relevant permitting agencies, including the Department of Transportation, to establish best practices and model timelines for review, designate individuals within agencies with primary responsibility for coordinating reviews and agency decisions, and shorten the time in which challenges can be made to final decisions. Applies to projects over $200 million, including renewable or conventional energy production, electricity transmission, surface transportation, aviation, ports and waterways, water resource projects, broadband, pipelines, manufacturing, or any other sector as determined by a majority vote of the Council. The Council is required to develop performance schedules for projects that shall specify that any decision by an agency on an environmental review or authorization must be issued not later than 180 days after the date on which all information needed to complete the review or authorization.

V. Innovative Financing

- Funds TIFIA at $275 million in fiscal year 2016; $275 million in fiscal year 2017; $285 million in fiscal year 2018; $300 million in fiscal year 2019; and $300 million in fiscal year 2020.
- Establishes Council on Credit and Finance within USDOT to review applications for various credit assistance programs and make recommendations to the Secretary about which applications should receive federal financing or funding assistance.
- Allows states to use National Highway Performance Program, STP block grant, and NSFHP funds to pay the subsidy and administrative costs associated with providing TIFIA credit assistance.
- Directs DOT to establish streamlined application process for use by eligible applicants that are seeking loans under $100 million that are secured and payable from pledged revenues not affected by project performance, such as a tax-backed revenue pledge, tax increment financing, or a system-backed pledge of project revenues; and repayment of the loan commences not later than 5 years after disbursement.
- Makes transit-oriented development projects that exceed $10 million eligible to apply for TIFIA loans
- Eliminates requirement for DOT to redistribute unobligated TIFIA funding.

The bill includes the following provisions related to other forms of credit assistance:

- Reinstates ability of a state to capitalize their state infrastructure bank with their federal-aid highway funds for fiscal years 2016 through 2020.
- Codifies an existing practice of allowing costs related to highway projects delivered by a public-private partnership that uses an advance construction authorization coupled with the availability payment concession model to be eligible for federal-aid reimbursement.

- Establishes a regional infrastructure demonstration program to assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the TIFIA program.
  - $12 million is authorized for the program.
  - Secretary may designate regional infrastructure accelerators that will serve a defined geographic area; and act as a resource in the geographic area to qualified entities in accordance with this section.
- Modifies the Water Infrastructure Finance and Innovation Act program to allow use of tax exempt debt financing.

VI. Intelligent Transportation Systems

- Establishes competitive advanced transportation and congestion management technologies deployment grant program to provide grants to entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
  - Secretary shall award grants to not less than 5 and not more than 10 eligible entities.
  - Eligible projects include advanced traveler information systems; advanced transportation management technologies; infrastructure maintenance, monitoring, and condition assessment; advanced public transportation systems; transportation system performance data collection, analysis, and dissemination systems; advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies; integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems; electronic pricing and payment systems; and advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.
- Program has a 50 percent cost share.

VII. Port Metrics

The bill provides for the collection of statistics on port capacity and throughput for the 25 largest ports to be reported annually by the Bureau of Transportation Statistics. BTS shall collect information from the relevant ports on capacity and throughput. BTS shall obtain recommendations for port performance measures, including specifications and data measurements and safeguards to protect proprietary information. Not later than 60 days after passage of the FAST Act, BTS shall commission a working group to provide recommendations to BTS includes representatives of the DOT operating administrations, other federal agency representatives and representatives of labor, ports and impacted industries.

VIII. Export-Import Bank

Bill authorizes the Export-Import Bank through 2019.

IX. Rail

Bill provides separate funding authorizations for the Northeast Corridor and the National Network. It also authorizes three new grant programs:

- Consolidated Rail Infrastructure and Safety Improvements grant program will support various rail projects and activities, using cost-benefit analysis principles for project selection.
- State of Good Repair grant program will fund improvements to critical rail assets with a backlog of deferred maintenance, such as Northeast Corridor infrastructure.
- Restoration and Enhancement Grant program will provide funding for the initiation or restoration of routes formerly operated by Amtrak.
- Bill creates a State-Supported Route Committee to encourage more collaboration between states, Amtrak, and DOT regarding state-supported routes for which states provide financial resources.
- The bill establishes station development and right-of-way development opportunities for the private sector and facilitates the use of local products on Amtrak routes.
- Includes provisions intended to improve the safety of highway-rail grade crossings, including grade crossing safety action plans, a private grade crossing study, and an evaluation on the use of locomotive horns at grade crossings. Additionally, the bill includes requirements to strengthen the safety of passenger rail, including locomotive recording devices, speed limit action plans, and locomotive alerters.
- Bill streamlines approval processes for Railroad Rehabilitation Financing Improvement Act (RRIF) financing.

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DATE : September 18, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Goals

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Background:
The Solano Comprehensive Transportation Plan (CTP) is one of STA's foundational documents. The current CTP was adopted in 2005. The Solano CTP is currently being updated. The new Active Transportation Element has been adopted, but two additional elements – Arterials, Highways and Freeways, and Transit and Rideshare – are still being developed.

On October 8, 2015, the Transit and Rideshare Committee approved the 2015 Transit and Rideshare State of the System Report. The next steps in the update of the Element are to review and, if appropriate, amend the Element goals, and then to analyze the gap between the current state of the system and the desired state as expressed in the goals.

Discussion:
At the October 8th meeting of the STA Transit and Rideshare Committee, STA staff introduced a proposal to update the Goals of the Transit and Rideshare Element of the Solano CTP. On October 22, the staff report and attachments from the Committee meeting were distributed to Consortium members via e-mail. The existing goals of the Solano CTP and the Transit and Rideshare Element are provided as Attachments A and B. The proposed new Transit and Rideshare Goals are provided as Attachment C.

The specific recommended goals fall into four general categories:

1. Provide Rider Convenience and Choice
2. Develop and Maintain Infrastructure
3. Help Improve Air Quality
4. Fund Vehicles, Facilities and Services

Within these categories, there are several key policies worth noting.

- Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses.
- Implement projects and programs to address the "first mile/last mile" gap faced by transit users.
- Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.

- Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.
- Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.

The transit and rideshare committee reviewed the updated goals at their meeting of December 2, 2015. The committee approved the goals with several small modifications. Those modifications are included in attachment C, and are shown by underlined text. The committee recommended that the STA Board adopt the updated goals, subject to any comments received at the SolanoExpress Intercity Transit Consortium and TAC meetings.

Fiscal Impact:
None at this time.

Recommendation:
Forward a recommendation to the STA Board to adopt the Transit and Rideshare Element Goals provided as Attachment C.

Attachments:
A. April 29, 2015, MTC Guidelines for SCS Project submittal
B. Plan Bay Area project list
C. Solano CTP Project List – local agency projects
D. Solano CTP Project List – countywide projects

COMPREHENSIVE TRANSPORTATION PLAN

Approved by STA Board 1/9/08

Purpose Statement: The mission of the Solano Transportation Authority is " To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."

> **"**The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County."

All of the goals and policies of the Solano CTP will be evaluated on their conformance with the Purpose Statement.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP, the following goals are established:

1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.

2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.

3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission's Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government's regional growth projections.
   a) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.

4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
   a) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
   b) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
   c) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.

5) The Solano CTP will seek to maintain regional mobility while improving local mobility.
   a) Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.

b) Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.

6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
   a) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
   b) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
   c) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.

7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

8) The Solano CTP will include priority lists and funding strategies for projects and programs.
   a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
   b) Funding strategies will identify potential funding opportunities and constraints.
      i) Projects will identify potential funding to qualify for regional, state and federal funds.
      ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
      iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
      iv) Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.

9) The Solano CTP will identify and support a transportation system that supports Solano County’s economic vitality and economic priorities and a range of housing options.

CTP – Transit Element Goals

GOALS: Goals are general descriptions of the desired overall nature and state of the system. Some goals are specific and tangible, while others are more aspirational. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals have been adopted by the STA for the Transit element:

1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.
2) Focus regional and countywide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities.
    a. Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community (TLC) projects and Priority Development Areas (PDAs).
3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.
4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA).
5) Develop and implement programs to coordinate and, where appropriate, voluntarily consolidate the provision of interregional, intercity and local transit services.
    a. Study options for coordination and/or consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit.
6) Continue to build upon Solano resident's high rate of carpool and vanpool participation by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
    a. Continue to provide innovative rideshare services through Solano-Napa Commuter Information.
    b. Increase the inventory of park and ride spaces by at least 25% by 2015.
    c. Construct park and ride lots in areas that are not currently served.
7) Provide services that create mobility for senior and disabled riders.
    a. Implement the Mobility Management Plan
    b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options.
    c. Utilize the Paratransit Coordinating Council as a venue to guide the identification, development and evaluation of the effective senior and disabled transit and other mobility programs.
8) Identify and implement transit and transportation priority of low-income population through Community-Based Transportation Plans.
9) Develop and implement a program to reduce the air emissions of transit vehicles.

   a. Implement the Solano County Alternative Fuel and Infrastructure Plan
   b. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.

10) Increase the transit mode share to 8% of peak hour trips by 2015.
   a. Develop and implement programs, services and policies that increase transit ridership and mode share by making transit more convenient and attractive.

11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles, "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
   a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
   b. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
   c. Bus stations providing all of the following services:
      i. Routes to destinations outside Solano County or between two or more cities in Solano County
      ii. Peak hour headways of 1 hour or less
   d. Maintenance and parking facilities for busses providing services identified in a, b or c above.

12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.

13) Create and implement programs not help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.

14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities.
   a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ miles of Transit Facilities of Regional Significance.
   b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.

15) Provider decision-makers with timely, accurate and sufficient information to make service and investment decisions.
   a. Ensure the transit corridor studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR 12 and SR29.
   b. Conduct countywide ridership surveys every three years.

CTP – Transit Element Goals Draft Revisions

The Transit Element is intended to guide the planning and development of a Solano transit system that will serve Solano County as it is projected to grow and change in the next twenty-five years. The Transit Element's Purpose Statement is to

> "Identify *and develop* mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems."

This aligns with the purpose statement of the CTP which is "

> "The Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County."

These Purpose Statements are very broad goals. More specific goals are proposed to provide guidance to decision-making and actions which collectively are designed to achieve the purpose of the Transit Element. The goals vary in that some are general descriptions of the desired overall nature and state of the system, others are aspirational while others are specific and tangible. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals have been ***adopted by the STA for the Transit element.*** They are presented in broad categories.

Provide Rider Convenience and Choice

1) Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses, <u>and adapts to changes in demographics</u>.
    a. Include facilities and programs that directly support Priority Development Areas (PDAs).
2) Create a reliable mass transit system that allows passengers of local transit systems to easily and conveniently connect to intercity and regional transit systems.
3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.
    a. Study options for coordination of local and intercity transit.
    b. When requested, support transit operators who are interested in system consolidation.
4) Ensure mobility by providing services for senior, people with disabilities, and the low-income population.
    a. Implement the countywide Mobility Management Plan and the Community Based Transit Plans.
    b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act (ADA) and other paratransit services countywide as well as alternative delivery options.

   c. Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as a one of several venues to guide the identification, development and evaluation of effective transportation services for seniors and people with disabilities and other mobility programs.

5) Implement projects and programs to address the "first mile/last mile" gap faced by transit users.
6) Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.

Develop and Maintain Infrastructure

7) Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate.
8) Continue to build upon Solano residents' high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing or expanding park and ride lots, and implementing an Express Lane system on major freeways.
   a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.
   b. Increase the inventory of park and ride spaces.
   c. Construct park and ride lots in areas that are currently underserved.
   d. Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.
9) Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
   a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
   b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
   c. Bus stations providing all of the following services:
      i. Routes to destinations outside Solano County or between two or more cities in Solano County
      ii. Peak hour headways of 1 hour or less
   d. Maintenance and parking facilities for busses providing services identified in a, b or c above.
10) Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue.

   a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ miles of Transit Facilities of Regional Significance.
   b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.

11) Implement effective paratransit services.
12) *Ensure system flexibility by preparing periodic and timely reviews of transit service performance*.

Help Improve Air Quality

13) Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.
   a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.
14) Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

Fund Vehicles, Facilities and Services

15) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
16) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
17) To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
   a. Ensure the transit corridor studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR12, SR29 and SR 37.
   b. Conduct countywide ridership surveys every two- three years.
18) Make investment decisions in partnership with regional mass transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA) and reginal partners such as BART, MTC and Caltrans.

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

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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 will receive $19 million from OBAG Cycle 2 for the 5-year period covering FY 2017-18 through FY 2022-23.
- 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.
- 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:
Informational.

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
Programming and Allocations Committee

November 4, 2015 **Agenda Item 3**

MTC Resolution No. 4202

Subject: Adoption of the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years (FYs) 2017-18 through FY 2021-22

Background: In May 2012, the Commission adopted the inaugural One Bay Area Grant (OBAG) program. OBAG funding supports *Plan Bay Area*, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), by directing funding to regional priority programs: prioritizing funding for Priority Development Areas (PDAs), rewarding housing production, and providing a flexible funding program to deliver a broad range of transportation projects.

Owing to the successful outcomes of the first round of the OBAG program, outlined in the "One Bay Area Grant Report Card" presented to the MTC Planning committee in February 2014, staff proposes a continuation of the major features of the program for OBAG 2. Notable recommended changes to the OBAG 2 proposal include the following:

- Compared to OBAG 1, OBAG 2 overall revenues drop 4% from $827 million to $790 million due to federal budgetary constraints.
- Regional programs are reduced by 4% overall, with most programs held at, or slightly below, OBAG 1 levels. Two exceptions are the Priority Conservation Area (PCA) program, which increases by $6 million due to funds redirected from the OBAG 1 regional bicycle sharing project, and the regional planning activities program, which increases at a 2% annual escalation rate (the same rate as CMA planning).
- County programs are similarly reduced by 4% overall, with several notable changes, including redirecting the Safe Routes to School (SRTS) Program from the regional program to the county program, the elimination of the local PDA planning program (although it remains an eligible project type under the county program), the inclusion of the Federal-Aid Secondary (FAS) funding for counties, and the CMA planning base increases at a 2% annual escalation rate.
- Three alternative county distribution formulas have been developed for consideration. One formula is the same as was presented in July; in response to Committee direction, two alternative formulas were developed to incorporate moderate-income housing and to look at a production-only scenario.
- 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 from two Regional Housing Needs Assessment (RHNA) cycles (1999-2006 and 2007-2014) to smooth out the significant effects of the Great Recession on housing construction. The formula also increases the weighting of affordable housing by

10%. The formula is further adjusted to incorporate SRTS and FAS funding, and to ensure the CMA planning base is no more than 50% of the county's total program.

- Requirements for local jurisdictions are proposed to be modified. Jurisdictions must submit annual housing element reports to the California Housing and Community Development (HCD) throughout the entire OBAG 2 period to be eligible for funding. The proposed complete streets requirements stipulate that by the date the CMA submits its recommended projects for OBAG 2 funding, local jurisdictions must adopt a complete streets resolution that complies with MTC's required nine elements or adopt a significant revision to the circulation element of the general plan after January 1, 2010 that complies with the Complete Streets Act of 2008.

Additional information on these, and other changes, proposed for OBAG 2 are included in the attached memorandum and presentation.

OBAG 2 Development Timeline: The OBAG 2 program proposal has been developed by MTC staff in cooperation with the Bay Area Partnership, advisory committees, and various transportation stakeholders. Committee memoranda can be viewed on the OBAG 2 website: http://www.mtc.ca.gov/funding/obag2/.

- Staff presented the initial OBAG 2 proposal to the Policy Advisory Committee on May 13, 2015 and to various Partnership working groups in June.
- The initial proposal was refined to include increased revenue estimates and presented to the Programming and Allocations Committee (PAC) on July 8, 2015.
- The current OBAG 2 proposal, including the alternatives being considered for the county distribution formula, was presented to the Regional Advisory Working Group on October 6, 2015, the Bay Area Partnership Board on October 9, 2015, and Partnership working groups during the month of October.

Public Comments and Stakeholder Feedback: Stakeholder feedback as well as comment letters received since the July Programming and Allocations Committee are provided in Attachment 2; all comments can also be viewed at: http://www.mtc.ca.gov/funding/obag2.

Issues:

1. County Distribution Formula. In response to Commissioner requests at the July Committee meeting, three alternative county fund distribution formulas have been developed for consideration.

2. Displacement. Reflective of recent Commission discussions and stakeholder feedback, staff proposes that MTC consider focusing PDA planning grants on cities with the highest risk of displacement as part of the OBAG 2 Regional PDA Planning Program. Program guidelines are proposed to be developed in collaboration with the CMAs and other interested stakeholders.

3. Policy Compliance. 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. Under current policy, these jurisdictions are not be eligible to receive OBAG 2 funding. Letters from Dixon and Half Moon Bay requesting that they be made eligible for funding are included as attachments to the memorandum for this item.

Recommendation: Refer MTC Resolution No. 4202 to the Commission for approval.

Attachments: Memorandum including attachments
MTC Resolution No. 4202 including attachments
Presentation

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Memorandum

TO: Programming and Allocations Committee DATE: November 4, 2015

FR: Executive Director

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

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG 1 supported *Plan Bay Area*, the region's Regional Transportation Plan / SCS, by incorporating the following program features:

- Targeting project investments into Priority Development Areas (PDA);
- 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 (PCA);
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card" which was presented to the MTC Planning Committee in February 2014: http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf.

Over the last several months, MTC staff has developed the proposed project selection and programming policies for OBAG 2, in cooperation with the Bay Area Partnership, advisory committees, and various transportation stakeholders. A preliminary framework was presented to this Committee in July 2015 for discussion. Committee memoranda can be viewed on the OBAG 2 website: http://www.mtc.ca.gov/funding/obag2/. Stakeholder feedback and letters received (since July) are also included as Attachment 5.

OBAG 2 Principles

Considering the positive results achieved to date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that have guided the proposed program revisions:

1. **Maintain 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 passage of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the United States Senate earlier this year. Even with the 2% escalation, revenues for OBAG 2 are 4% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. **Support Existing Programs and maintain Regional Commitments while Recognizing Revenue Constraints:**
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, staff recommends no new programs and to strike a balance among the various transportation needs supported in OBAG 1.

   a. Funding for the regional programs decreases by 4%. With the exception of regional planning activities (that grows to account for salary escalation) and the Priority Conservation Area (PCA) program (that 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.

   b. The OBAG 2 county program is similarly decreased by 4%. 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 proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 funding cycle.

Table 1. OBAG 2 Funding Proposal

OBAG 2 Programs	OBAG 2 Proposed Funding (million $, rounded)
Regional Planning Activities	$10
Pavement Management Program	$9
Regional Priority Development Area (PDA) Planning	$20
Climate Change Initiatives	$22
Priority Conservation Area (PCA) Program	$16
Regional Active Operational Management	$170
Regional Transit Priorities	$189
County CMA Program	$354
OBAG 2 Total	**$790**

3. **Support the Plan Bay Area's Sustainable Communities Strategy (SCS) by Linking OBAG Funding to Housing and Smart Growth Goals:** OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs). A few changes are proposed for OBAG 2, to further improve upon the policies that have worked well in OBAG 1 (see also Attachments 2 and 3).

a. PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.

b. PDA Investment and Growth Strategies should play a strong role in guiding County CMA project selections and be aligned with the Plan Bay Area update cycle.

c. Three alternatives are under consideration for the county OBAG 2 distribution formula (see Table 2) in response to a request at the July Programming and Allocations Committee meeting to do additional analysis beyond the "Affordable Housing" alternative presented in July (and included in Table 2).

Table 2. OBAG Distribution Factor Alternatives

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

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

Also, the distribution formula is proposed to be 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 (see Table 3).

Table 3. Housing Production Trends

County	Total Housing Production[1]			
	1999-2006		2007-2014	
Alameda	33,945	15.9%	19,615	15.9%
Contra Costa	47,956	22.5%	16,800	13.6%
Marin	5,772	2.7%	1,543	1.3%
Napa	5,245	2.5%	1,434	1.2%
San Francisco	17,439	8.2%	20,103	16.3%
San Mateo	10,289	4.8%	8,169	6.6%
Santa Clara	52,835	24.8%	44,823	36.4%
Solano	18,572	8.7%	4,972	4.0%
Sonoma	20,971	9.8%	5,639	4.6%
Totals	**213,024**	**100.0%**	**123,098**	**100.0%**

[1] OBAG 1 total housing production numbers were based on the number of permits issued from 1999-2006. OBAG 2 total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

The resulting alternative county distribution formulas are presented in Attachment 2.

4. **Continue Flexibility and Local Transportation Investment Decision Making:**
   OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two previously regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these 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 part of OBAG 2 and as required by state law (see Attachment 3).

   Complete Streets Requirements

   Jurisdictions have two options for demonstrating complete streets compliance, which must be met by the date the CMAs submit their OBAG 2 project recommendations to MTC:

   a. Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements; or
   b. Adopt a significant revision to the circulation element of a General Plan after January 1, 2010 that complies with the California Complete Streets Act of 2008.

   Housing Element Requirements

   Jurisdictions 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. There were four jurisdictions whose housing element was not certified by HCD by that time: Dixon, Fairfax, Monte Sereno, and Half Moon Bay. Therefore, these jurisdictions are not eligible for OBAG 2 funding under current policy. At the time of this memo, Dixon, Fairfax, and Monte Sereno have since received conditional certification from HCD; Half Moon Bay's housing element has now been certified.

   Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. Jurisdictions receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk de-programming of OBAG 2 funding.

6. **Continue Transparency and Outreach to the Public Throughout the Project Selection Process:**
   CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG 2. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

To date, MTC staff has made presentations on the OBAG 2 framework to the Policy Advisory Council, Programming and Allocations Committee, Partnership Board, Partnership Technical Advisory Committee and associated working groups. Comments received to date have been reviewed and revisions have been made to the proposal as a result of stakeholder feedback. Comment letters and summarized stakeholder feedback have been posted at http://www.mtc.ca.gov/funding/obag2/.

The final OBAG 2 program is scheduled to be presented to the Commission on November 18, 2015 for adoption, which will subsequently kick off the CMAs' project solicitation process. Programming of CMA project submittals is anticipated in December 2016 (see Attachment 4 for full schedule).

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected revenues. After closing those shortfalls, the balance was directed to continue time-critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of $5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking approval from the Committee to increase FY2016-17 SRTS funding from $2.7 million to $5.0 million through item 2c on this agenda. For OBAG 2, the recommended funding level for the SRTS program is $25 million.

Available OBAG 1 Funding from Bike Sharing Program: With the transition of the bike sharing program to a public-private partnership model, $6.4 million in OBAG 1 funds that were programmed to bike sharing are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional $3.2 million each to the North Bay and Regional programs. The revised PCA program total of $16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

Consideration of Cities with High Risk of Displacement: Reflective of recent Commission discussions and stakeholder feedback, the PDA planning program could focus on cities with high risk of displacement. This approach allows MTC to focus planning efforts in communities facing high risk of displacement, without applying a one-size-fits all approach to various jurisdictions throughout the Bay Area. Staff proposes to develop the PDA Planning Program guidelines in collaboration with the CMAs and other interested stakeholders.

Recommendation

Staff recommends referral of the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (MTC Resolution No. 4202) to the Commission for approval.

Steve Heminger

Attachments:
Attachment 1 – OBAG 2 Program Considerations
Attachment 2 – OBAG 2 STP/CMAQ County Final Distribution
Attachment 3 – OBAG 2 Program County Considerations
Attachment 4 – OBAG 2 Tentative Development Schedule
Attachment 5 - OBAG 2 Stakeholder Comments

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OBAG 2 Program Considerations	OBAG 1	OBAG 2
Regional Programs		(millions)
1. Regional Planning Activities • Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1	$8	$10
2. Pavement Management Program • Maintain at OBAG 1 funding level	$9	$9
3. PDA Planning and Implementation • Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels • Focus on cities with high risk of displacement	$20	$20
4. Climate Initiatives Program Continue climate initiatives program to implement the SCS	$22	$22
5. Priority Conservation Area (PCA) • Increase OBAG 1 Programs: $8M North Bay & $8M Regional Program for the five southern counties and managed with the State Coastal Conservancy • $6.4M redirected from OBAG 1 regional bike sharing savings. • Reduce match requirement from 3:1 to 2:1. • MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. • Regional Advance Mitigation Program (RAMP) net environmental benefits eligible for funding	$10	$16
6. Regional Operations • Active Operational Management, Columbus Day Initiative, Incident Management, Transportation Management System, 511, Rideshare • Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding	$184	$170
7. Transit Priorities Program • BART Car Phase 1 • Clipper Next Generation System • Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI)	$201	$189
	$454	**$436**
Local Programs		
❖ **Local PDA Planning** Eliminate Local PDA Planning as a separate program. • PDA planning eligible under County program.	$20	-
❖ **Safe Routes to School (SRTS)** Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions. • Maintain Safe Routes to School – Add to county shares. • Use FY 2013-14 K-12 school enrollment formula • $25M minimum not subject to PDA investment requirements. • Counties may opt out if they have their own county SRTS program	$25	-
❖ **County Federal-Aid Secondary (FAS)** Managed by CMAs. Provide FAS funding to Counties. • Fully fund county FAS requirement ($2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. • $13M guaranteed minimum not subject to PDA investment requirements	-	-
	$45	**-**
County CMA Programs		
❖ **County CMA Program**		
• Local PDA Planning optional through CMA County OBAG Program	-	-
• SRTS included in County OBAG program (use K-12 school enrollment formula)	-	$25
• FAS included in County OBAG program (use FAS formula)	-	$13
• Adjustment to ensure county planning is no more than 50% of total amount	-	$1
• CMA Planning Base with 2.0% annual escalation from final year of OBAG 1	$34	$39
• County CMA 40% of base OBAG program (not including CMA Planning Base)	$293	$276
	$327	**$354**
Program Total	**$827**	**$790**

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OBAG 2
STP/CMAQ
County Final Distribution
November 4, 2015

Attachment 2

Option	Population	Housing RHNA	Housing Production	Weighting within RHNA and Housing Production: Very Low + Low Income RHNA and Housing Production	Very Low + Low + Moderate Income RHNA and Housing Production	Total Housing Production
OBAG 1 Distribution	50%	25%	25%	50%	-	50%
OBAG 2 Affordable Housing	50%	20%	30%	60%	-	40%
OBAG 2 Affordable + Moderate	50%	20%	30%	-	60%	40%
OBAG 2 Production Housing Only	50%	0%	50%	60%	-	40%

Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

	Population 2014	1 OBAG 1	2 Affordable	3 Affordable+Moderate	4 Production Only
OBAG Cycle		OBAG 1	OBAG 2	OBAG 2	OBAG 2
Adjustments		Final Distribution	Final Distribution	Final Distribution	Final Distribution
Scenario		Final Distribution	Affordable	Affordable+Moderate	Production Only
RHNA Years (2007-2014)		Draft RHNA	Final RHNA	Final RHNA	No RHNA
Housing Production - 1999-2006		1999-2006 (Capped)	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%
Housing Production - 2007-2014		-	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%
Housing Affordability		Affordable	Affordable	Affordable+Moderate	Affordable
Alameda	21.2%	19.7%	20.1%	19.8%	19.2%
Contra Costa	14.6%	14.2%	13.7%	14.7%	14.1%
Marin	3.4%	3.3%	2.8%	2.8%	3.0%
Napa	1.9%	2.3%	2.2%	2.2%	2.2%
San Francisco	11.3%	11.7%	12.9%	12.3%	13.4%
San Mateo	10.0%	8.4%	8.5%	8.5%	7.9%
Santa Clara	25.2%	27.2%	27.7%	27.1%	27.3%
Solano	5.7%	5.9%	5.2%	5.5%	5.4%
Sonoma	6.6%	7.2%	7.1%	7.2%	7.7%

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1: OBAG1 final distribution after applying adjustments and SRTS & FAS categories
2. Affordable Housing Production Weighted - Proposed Distribution
3. Affordable AND Moderate Production Housing Weighted - Proposed Distribution
4. Affordable Housing Production Only - Proposed Distribution

NOTE: Figures have changed since initial July proposal due to updated housing data and changing 1999-2006 from capped to uncapped

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OBAG 2 County Program Considerations

County Generation Formula

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Consider housing production over a longer time frame, between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).
- Adjust the county generation formula. Three alternatives are under consideration for the distribution formula:

OBAG Distribution Factor Alternatives

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

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

Housing Element

- Housing element certified by California Department of Housing and Community Development (HCD) by May 31, 2015.
- Annual report on housing element compliance.

Missed Deadline for Certified Housing Element

Jurisdiction	County
Fairfax	Marin
Half Moon Bay	San Mateo
Monte Sereno	Santa Clara
Dixon	Solano

General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions are required to have either a complete streets policy resolution ***or*** a general plan that complies with the Complete Streets Act of 2008 by January 31, 2013.
- For OBAG 2, jurisdictions are required to have either a complete street policy resolution that includes MTC's nine required elements ***or*** a circulation element of the general plan updated after January 1, 2010 that complies with the Complete Streets Act of 2008. The deadline for compliance with this requirement is the date the CMAs submit their project recommendations to MTC. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of the requirements anticipated for OBAG 2.

PDA Investment and Growth Strategy

- Currently, OBAG 1 requires an annual update of the PDA investment and growth strategy. For OBAG 2, updates are required every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform Regional Transportation Plan (RTP) development decisions. The interim report addresses needed revisions and provides an activity and progress status.

Public Participation

- Continue using the Congestion Management Agency (CMA) self-certification approach and alter documentation submittal requirements to require a CMA memorandum encompassing three areas: public outreach, agency coordination and Title VI.

OBAG 2 Tentative Development Schedule

May-June 2015

- **Outreach**
  - Refine proposal with Bay Area Partnership and interested stakeholders
  - Policy Advisory Council / ABAG

July 2015

- **Present Approach to Programming and Allocation Committee (PAC)**
  - Outline principles and programs for OBAG 2

July-October 2015

- **Outreach**
  - Finalize guidance with Bay Area Partnership and interested stakeholders

November 2015

- **Commission Approval of OBAG 2 Procedures**
  - November Programming & Allocations Committee (PAC) and Policy Advisory Council
  - Commission approval of OBAG 2 procedures & guidance

December 2015 - October 2016

- **CMA Call for Projects**
  - CMAs develop county programs and issue call for projects
  - CMA project selection process
  - County OBAG 2 projects due to MTC (October 2016)

December 2016

- **Commission Approval of OBAG 2 Projects**
  - Staff review of CMA project submittals
  - Commission approves regional programs & county projects

NOTE:
2017 TIP Update: December 2016

February 2017

- **Federal TIP**
  - TIP amendment approval

October 2017

- **First year of OBAG 2 (FY 2017-18)**
  - On-going planning and non-infrastructure projects have access to funding

NOTE:
Plan Bay Area Update: Summer 2017

October 2018

- **Second year of OBAG 2 (FY 2018-19)**
  - Capital projects have access to funding

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OBAG 2 Stakeholder Feedback Comment Log

May-October 2015

Policy Advisory Council		
5/13/2015		
Naomi Armenta	Representing the Disabled Community of Alameda County	Felt that it was unclear in the previous OBAG cycle that funds were eligible for mobility management projects. If such projects will be eligible under OBAG 2, recommended making that clear in the guidance.
Shireen Malekafzali	Representing the Low-Income Community of San Mateo County	Felt that the program was a successful incentive-based approach in terms of complete streets. Would like to see that incentive-based approach applied towards other goals, such as housing stability and affordability and ensuring that affordable housing can be incorporated into PDAs. Not sure how it might look, but would like to see an effort to address this challenging topic.
Alan Talansky	Economy Representative	Would like to see MTC making more of an effort to share the OBAG program and its link to Plan Bay Area to the public. People following Plan Bay Area and the PDAs would be interested to see what we are doing (like OBAG) to implement the plan.
Cathleen Baker	Environment Representative	Supported the continued incentive-based approach of the OBAG program. Would like to see this used to address the barriers and challenges to PDA implementation (referenced the presentation on PDA feasibility at May 8 MTC Planning-ABAG Administrative meeting).
		Appreciated upping the affordable housing element to 60%.
Bob Glover	Economy Representative	Reiterating Cathleen's comment, would like to see OBAG used to incentivize reducing the impediments and barriers to development of all types of housing and would also like to incentivize efforts that go above and beyond the levels of affordability required.
Richard Hedges	Representing the Senior Community of San Mateo	Noted that some of the impediments to developing affordable housing would need to be addressed in Sacramento. Cites example of 25% density bonus for providing below market housing, which overrides local land use for additional height and density.

Partnership Technical Advisory Committee		
5/18/2015		
Seana Gause	SCTA	Asked if the funding levels come in higher than projected, would MTC make the north bay counties whole (fund at OBAG 1 levels)?
		Asked about the new documentation requirements for outreach since some CMAs did extensive outreach for OBAG 1.

Brad Beck	CCTA	Suggested reaching out to CMA staff during the July-October outreach efforts to get insight and input on their experiences from the past cycle.
Bob Macaulay	STA	Regarding Attachment 1 - Noted that rolling the Local PDA program into the County program masked the big cuts to the County program, and that the increase in the Regional Planning Program didn't seem appropriate relative to the substantial cuts to the County program.

Active Transportation Working Group		
5/21/2015		
Marty Martinez	Safe Routes to School National Partnership	Concerned about how the SRTS program opt-out provisions and requested that safeguards be incorporated to ensure the continuation of SRTS programs.
Dan Dawson	Marin County	Agreed that the resolution approach for Complete Streets is a much more effective and workable strategy than General Plan policies.

CMA Executive Directors Meeting		
5/29/2015		
Bob Macaulay	STA	Concerned about the SRTS distribution formula being changed from student enrollment to the OBAG county distribution formula.
John Ristow	VTA	Discussion about PDAs and re-definitions of PDAs. Several areas are commercial/jobs-oriented and not residential, and should agencies should be able to consider these areas for focused investment.
		Commented that it makes sense to connect PDA Planning to the local level and delegate the program back to CMAs.
Art Dao	ACTC	Discussion about the name of the OBAG program. The word "One" was removed from the Plan Bay Area planning process but not the funding program. Concerned about dividing the inner vs. outer Bay Area.

Regional Advisory Working Group		
6/2/2015		
Bob Macaulay	STA	Cannot support the OBAG 2 program as proposed. The proposal amounts to additional responsibilities with less funding. Concerned about maintaining staffing levels.

Bob Macaulay	STA	Supported rewarding jurisdictions that are providing affordable housing, but not as currently presented. Would like to see all CMAs receive at least the same funding level as under OBAG 1. Additional funding could be used to reward those providing affordable housing.
Janet Spilman	SCTA	Reiterated the concern on the impacts of the proposed program on the North Bay counties.
		Concerned about the SRTS formula being changed from the original student enrollment formula.
Matt Vander Sluis	Greenbelt Alliance	Supported the revised county distribution formula. Would like to see that adjustment also occurring at the local level, since there is a great deal of variability within each county in terms of which jurisdictions are doing the most in terms of housing development.
		Supported the continued PCA grant program. Would like to see the program increased, and continue to focus on the areas with the most significant impact around the region.
Jeff Levin	East Bay Housing Authority	Supported the revised county distribution formula. Concerned about local level performance, and would like to see more emphasis on housing development efforts made at the local level rather than county level.
		Would like to see a requirement that jurisdictions submit their annual progress reports to the State and holding public hearings to ensure these housing plans are being assessed on a regular basis.
		Would like to see better oversight of the local planning grants to ensure they have adequate affordable housing and anti-displacement strategies.
		Requested better guidance be given to CMAs on how to assess housing components of PDA investments.
David Zisser	Public Advocates Inc., Attorney	Supported the additional weight for affordable housing production. Would like to encourage creating incentives for anti-displacement policies and programs.
Ellen Smith	BART	Concerned about cuts to the Transit Capital Program. Asked if additional funds become available, would the program be made whole or would it be directed to other programs?
Martin Engelmann	CCTA	Wanted clarification as to why the local PDA planning program was eliminated as a stand-alone program for the CMAs. Asked where the money was directed to in case we wanted to restore the program.
Clarrissa Cabansagan	TransForm	Appreciated the added emphasis on affordable housing production in the county distribution formula. Requested more regional leadership on the issue of displacement, and addressing displacement in the PDA process.

Brianne Riley	Bay Area Council	Felt that the program needed more teeth and more focus on performance outcomes. Ex.: Agencies that miss their RHNA production targets by a wide margin should repay funds received through the OBAG program.
Michelle Rodriguez	City of San Pablo	Wanted to ensure that the program focuses on improvements in key corridors - Regional PDA Program and SRTS Program.

Transit Finance Working Group		
6/3/2015		
Dierdre Heitman	BART	Did not support the TPI/TCP reduction in funds, especially relative to other programs that are either kept whole or increased.
		Felt that reductions should come from other programs rather than system preservation needs. Options include: (1) suspending the Climate Initiatives Program; and (2) cutting the regional PDA planning program, as there are fewer opportunities to use this funding and CMAs hands are already full with currently funded PDA Planning. Also, in Contra Costa it is hard to see PDA Planning impacts on funding decisions as the OBAG funding is at the outset split four ways among the sub-regions.
		Requested that if funding levels increase (i.e. through the reauthorization), the funds to be used to augment transit system preservation as the top program priority.

Email Correspondence		
6/4/2015		
Todd Morgan	BART	Recommended that the reduction to the Transit Priorities Program of $19M ($201M to $182M) be taken entirely from the $27M of TPI-Investment Round 3. The remaining $8M can then be added to TPI-Incentive to be distributed by the formula in place.

Planning Directors Meeting		
6/5/2015		
Bob Macauley	STA	Did not support reducing regional rideshare funding.
		Would like to keep PDA Planning at County level rather than Regional level.
Tess Lengyel	ACTC	Concerned more is being funded through OBAG as the revenues for OBAG are decreasing
		Commented regarding the 70% and employer outreach. Ross explained that projects like planning and outreach are split 30%-70% in OBAG

Tess Lengyel	ACTC	Asked about the timeline for the call for projects, and asked if it could be aligned with their own call. It was noted that the funds are federal and must comply with federal requirements and timelines. Asked if calls they had made for other programs could count for the call for OBAG as long as they have met all the requirements. Ross informed her that we would need appropriate documentation.
Martin Engelmann	CCTA	Commented regarding a dashboard and PDA evaluation. We do not have a PDA evaluation with regard to housing and investments yet, where is the resurgence in housing going? Is it going into PDAs?
Bob Macaulay	STA	Appreciated that the OBAG2 discussions started at the Executive Directors meeting.

Email Correspondence		
6/25/2015		
Marty Martinez	Safe Routes to School National Partnership	Regarding the distribution of funds for SRTS, sees the benefits of using either enrollment or the County distribution formula. Pleased with the recommendation to continue the full SRTS funding amount at $5 million.

Email Correspondence		
10/5/15		
Chema Hernandez Gil	San Francisco Bicycle Coalition	Requests that all or a significant fraction of the savings from the OBAG 1 Bikeshare project remain dedicated to bikeshare promotion or activation in OBAG 2.

Regional Advisory Working Group		
10/6/15		
Duane Dewitt	Sonoma County Resident	Concerned with the CMA outreach efforts (mentioned difficulty of attending workday daytime meetings)
Cynthia Armour	Bike East Bay	Would like to see OBAG 2 continue efforts related to complete streets, namely, requiring annual complete streets compliance reviews of local jurisdictions and updating and expanding the complete streets checklist
Carl Anthony	Breakthrough Communities	Would like to see increasing outreach, particularly in communities and cities most affected by displacement.

Ken MacNab	City of Napa	Thanked MTC and ABAG for the OBAG program
Jeff Levin	East Bay Housing Organizations	Appreciates the additional weight being given to housing production and affordability, but would like to see these factors being applied at the local level.
		Concerned that the language "applicable jurisdictions" in the housing reporting requirements excludes charter cities; would like all cities to be required to do annual reporting.
Derek McGill	Transportation Authority of Marin	Appreciates the increase in the PCA program, but overall feels the requirements on the local jurisdictions are too burdensome for the amount of funding they receive.
Alberto Esqueda	NCTPA	Seconded the previous commenter and raised concerns about the 50% minimum guarantee to CMAs; MTC staff pointed out that the minimum guarantee will be included in future OBAG 2 documents.
David Zisser	Public Advocates	Concerned that the linkage between the formula and the distribution is too vague; references letter from Six Wins that includes recommendations for how OBAG 2 can reward jurisdictions with the strongest anti-displacement policies.
Janet Spillman	Sonoma County Transportation Authority	Emphasized that OBAG projects are important to the local jurisdictions and neighborhoods where they are constructed, and that an important purpose of the program is to improve mobility.
Louise Auerhahn	Working Partnerships USA	Recommended adding more structure to the PDA Investment and Growth Strategies and using them as a place to address issues that are hard to include in the OBAG program directly (such as living wage jobs, requirements for improved outreach efforts)
Peter Cohen	Six Wins	Emphasized that the RTP/SCS acknowledges that housing, land use, transportation, etc. are all connected; OBAG should also address all of these elements

Bay Area Partnership Board		
10/9/15		
Daryl Halls	Solano Transportation Authority	Concerned that SRTS is no longer a regional program.
Sandy Wong	City/County Associate of Governments of San Mateo County	Asked why the county distribution formula is proposed to change with OBAG 2. Concerned with the affordability factor.
Craig Tackabery	Marin County & PTAC Chair	Shared concern from the PTAC meeting that the county programs had taken a bigger hit in the OBAG 2 proposal; staff

		responded that both the regional and county programs were both reduced by roughly 4%.
Suzanne Smith	Sonoma County Transportation Authority	Asked to see a pie chart showing how all of the funds from OBAG 1 were distributed, not just the county programs.
Daryl Halls	Solano Transportation Authority	Concern about including housing in the county distribution formula, since housing in their county is already affordable. Frustrated that the formula doesn't reflect what their county is doing for housing, since there have been so many foreclosures. Asked how MLIP and freight are included in OBAG. Thinks the PDA process is working well at the county level. Concerned that the PDA program in OBAG 2 is only a regional program.
Art Dao	Alameda County Transportation Commission	Discussed the tension between PDA investments and anti-displacement. MTC wants to encourage investment in PDAs, but an unintended consequence of that could be the increased the risk of displacement in PDAs. Urges MTC to be consistent in our message to local jurisdictions to continue focusing investment in PDAs; cautions adding additional parameters such as those related to anti-displacement. Pointed out the inconsistency in messaging from the state, which is more focused on the backlog of maintenance.
Derek McGill	Transportation Authority of Marin	Concerned about adding additional restrictions on how OBAG funds can be spent, since the amount of annual funding in Marin County is relatively nominal.
Tilly Chang	San Francisco County Transportation Authority	Issues in San Francisco are regional and will require a regional approach. Pointed out that regional operations program is becoming more multi-modal and state of good repair focused.
Suzanne Smith	Sonoma County Transportation Authority	Commented on how federal transportation funding has become increasingly the source of funds for all of the region's woes. Would like to see the State distribute Cap and Trade funds to the regions to manage, rather than making us rely solely on STP/CMAQ to address all of our regional issues.
Daryl Halls	Solano Transportation Authority	Reiterated Suzanne's comments.

Partnership Technical Advisory Committee		
10/19/2015		
Amber Crabbe	San Francisco County Transportation Authority	Would like to have more information on how the regional programs (transit and operations) will be put together and administered. Also asked how the needs assessments from Plan Bay Area will inform project selection in OBAG.
Bob Macaulay	STA	Would like to see the housing production in the county distribution formula give equal weight to previous production (1999-2006) and recent production (2007-2014), rather than additional weight to recent production.
		Does not agree with the revised complete streets requirements.
Amber Crabbe	San Francisco County Transportation Authority	Requested that MTC give additional time for compliance with the new complete streets requirements.
Marcella Rensi	VTA	Appreciated that the proposal does not include additional requirements to tie funding to the local level.

Letters Received	
July – October 2015	
Letters received following the July PAC Meeting, attached	

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To: Ken Kirkey; Anne Richman
Cc: David Zisser; Miriam Chion (MiriamC@abag.ca.gov)
Subject: OBAG Recommendations

Hi Ken and Anne,

Following up on the letter submitted by the 6 Wins and allies in July and the discussion we had with you in August, we have attached some more detailed recommendations about how some of our suggested improvements to the One Bay Area Grant program could be implemented. They relate specifically to local affordable housing production, local anti-displacement and housing policies, and jobs data. For your reference, our original letter is also attached.

We understand that the OBAG program will be coming before the RAWG next week. We would also welcome another opportunity to sit down with you this month to discuss our suggestions in more detail.

Thanks for your attention,
Sam

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Recommended Modifications to the One Bay Area Grant Program to Advance Investment without Displacement, Affordable Housing, and Economic Opportunity:

September 30, 2015

This memo offers specific suggestions for operationalizing several of the improvements to the One Bay Area Grant (OBAG) Program recommended in our letter of July 2, 2015. As explained in that letter, the OBAG Program is one of the most important and innovative elements of Plan Bay Area, creating vital links between the regional plan and local implementation. When the OBAG program was first conceived, it was described as a mechanism to use transportation funding as an incentive to encourage local jurisdictions to do more to preserve and expand affordable housing, particularly since Plan Bay Area allocates substantial amounts of transportation funds but not affordable housing funds. The need for these incentives is all the more urgent given the loss of redevelopment funding and deep cuts in federal housing funds. Moreover, in adopting Plan Bay Area in 2013, MTC and ABAG committed to strengthening the ties between OBAG funding and "jurisdiction-level affordable housing planning, production, acquisition and rehabilitation" and "neighborhood stabilization and anti-displacement policies." [1] Now is the time to implement those changes and to ensure that critical data about jobs and wages is collected for this major expenditure of public dollars.

(1) Strengthen the ties between *local* affordable housing production and OBAG funds. We recommend adopting both of the following approaches to realizing OBAG's promise as an incentive and support to local jurisdictions that are embracing their role in meeting the regional need for affordable housing:

- Provide data about what percentage of each county's OBAG funding pool is attributable to every jurisdiction within that county, and direct CMAs to take this into account in evaluating project proposals. Currently, MTC and ABAG evaluate a variety of factors, including past and planned affordable and overall housing production, to determine each county's share of OBAG funding, but CMAs aren't required to take into account local policies and performance in determining local allocations of OBAG funds. The county-level allocation formula should be run for each local jurisdiction so that it is clear which cities accounted for the greatest weight in securing the county's share of OBAG funding. CMAs should then be given clear direction to prioritize projects in jurisdictions that have performed more strongly against these criteria.
- Direct CMAs to prioritize projects in jurisdictions that have produced a relatively greater percentage of lower-income (very low and low income) housing compared their target percentage over the last two RHNA cycles. That is, if lower-income housing constituted 50% of a jurisdiction's RHNA over this period, that jurisdiction would be performing well if substantially more than 50% of the housing actually produced was lower-income, and poorly if substantially less than 50% of the housing produced was lower-income. Jurisdictions should be evaluated based on how close they come to meeting, or how far they exceed, against this metric relative to other jurisdictions in that county. We specifically recommend measuring the low- and very-low income share of total production rather than absolute numbers for this metric in order to account for the difference in size of different jurisdictions. This metric would allow smaller jurisdictions with strong affordable-housing track records to compete against larger jurisdictions and also avoid "penalizing" jurisdictions with weaker markets where total production may have lagged.

[1] Plan Bay Area 2013, page 122.

(2) Ensure that all local jurisdictions that receive funding have a locally appropriate set of anti-displacement and affordable housing policies in place, and prioritize funding to those jurisdictions that have particularly strong policies. In order to accomplish this goal, we recommend that a jurisdiction must have adopted and implemented a minimum number of key anti-displacement and affordable housing policies, and that a bonus be given to jurisdictions that exceed this minimum. This recommendation is similar to what we have proposed for the project performance evaluation process, as we believe that both processes should be mutually reinforcing.

ABAG maintains an inventory that lists every Bay Area jurisdiction and which of 30 policies or programs they have, as well as definitions of each policy or program.[2] Based on our experience, 8 of these policies or programs are generally the most effective at preventing displacement and creating affordable housing opportunities and should be used to assess project support: (1) condominium conversion ordinance, (2) just cause eviction, (3) rent stabilization, (4) mobile home preservation, (5) SRO preservation, (6) housing development impact fee or in-lieu fee, (7) commercial linkage fee, and (8) inclusionary/below market rate housing policy. We suggest adding a 9th policy to this list: local minimum wage above the state's minimum wage, because it addresses the other side of affordability – income. A summary of the number and percentage of jurisdictions that have these 9 policies and programs is attached as Appendix A, and a detailed list of the jurisdictions that have each policy or program is attached as Appendix B.[3]

- **Require that jurisdictions have at least 2 policies in order to qualify for project funding. Using these criteria, 87 local jurisdictions would qualify for funding.** The remaining jurisdictions should be given sufficient time to adopt policies from this list to qualify for funding. As with the Housing Element requirement for the first round of OBAG funding, the goal would be to encourage all jurisdictions to qualify for funding rather than preventing any jurisdiction from accessing funds.
- In addition, **jurisdictions with more policies from this list should be given funding priority.** Jurisdictions should be rewarded for strong performance. While having minimum standards for OBAG eligibility is important, it is also critical to reward jurisdictions that are going above that minimum to promote the regional imperative to stem the tide of displacement and create affordable housing.
- Lastly, bonus points should be given for jurisdictions that have rent stabilization and just cause policies, as these are particularly effective anti-displacement policies.

(3) Track and report on the number and wage levels of jobs directly created by OBAG expenditures, including construction, operations, and other jobs funded by either planning or project grants.

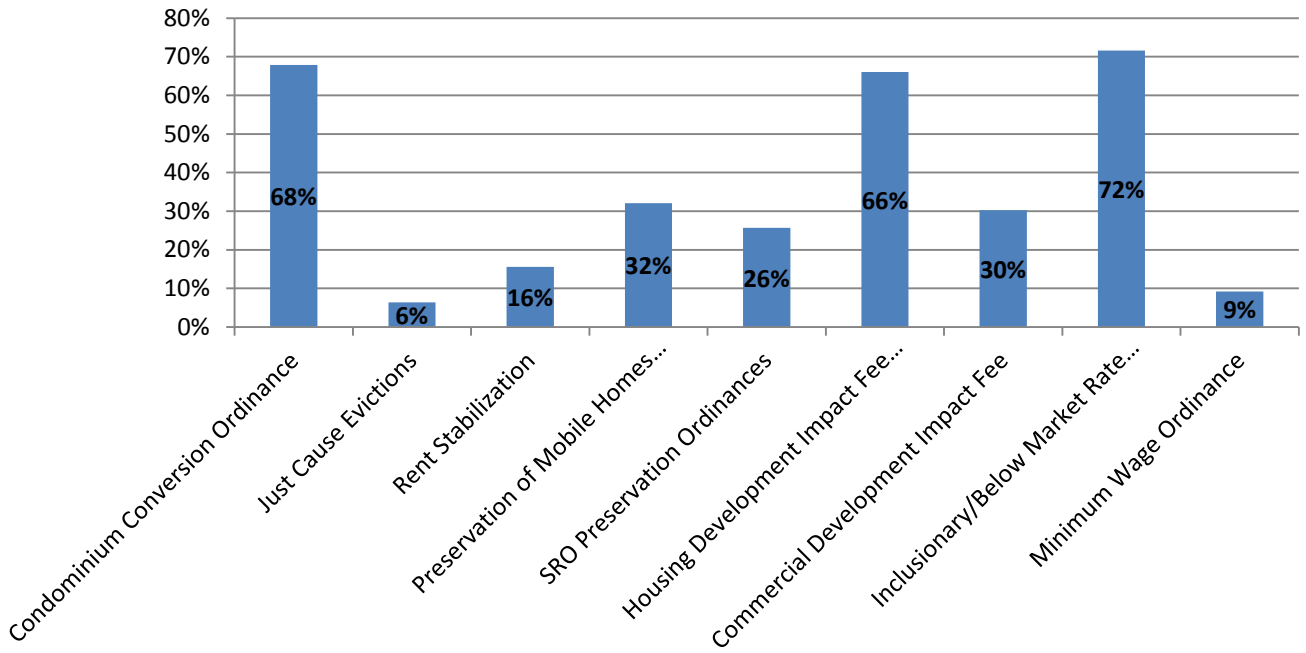
- Implement a pilot program to track and report on the jobs directly created by OBAG expenditures, including construction, operations, and other jobs funded by either planning or project grants. Reporting should include number, duration and wage range of direct jobs, as well as available data on employment of local and/or disadvantaged residents in those jobs. The pilot might focus on gathering data for a few representative projects of different types in order to help inform future rounds of OBAG and other investment activities.

[2] See ABAG, Housing Research: Bay Area Housing Policy Database v.1.0 (January 2015), available at http://www.abag.ca.gov/planning/housing/research.html.

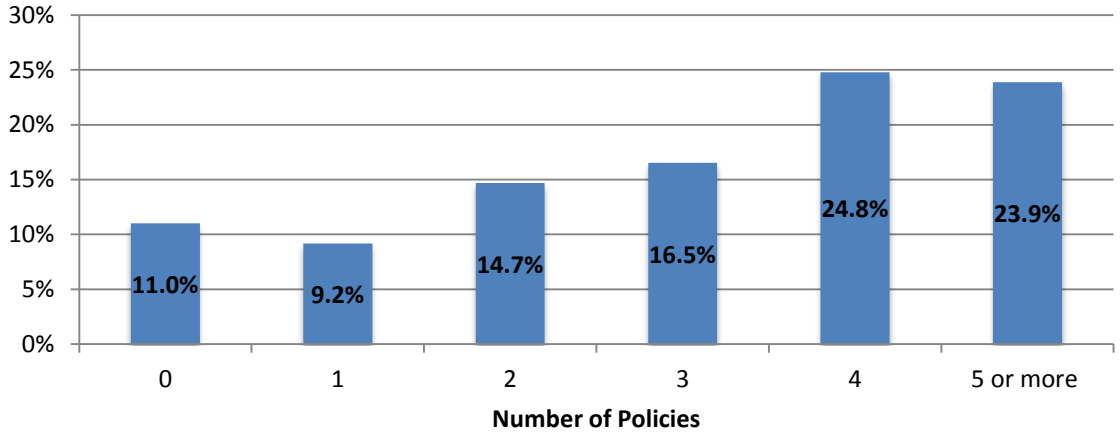
[3] Data on the minimum wage ordinances come from Working Partnerships USA. Data on the other 8 policies come from ABAG.

Appendix A:
Summary of Anti-Displacement and Affordable Housing Policies in the Bay Area

T1. Percentage of Jurisdictions in the Bay Area with Specific Key Policies



T2. Percentage of Jurisdictions with Key Policies Already in Place by Number of Policies



Number of policies	0	1	2	3	4	5 or more
Number of jurisdictions	12	10	16	18	27	26
Percentage of jurisdictions	11.0%	9.2%	14.7%	16.5%	24.8%	23.9%

Appendix B:
Anti-Displacement and Affordable Housing Policies by Jurisdiction

Alameda County																TOTAL YES (15)
Affordable Housing Policies and Programs	**Alameda**	**Albany**	**Berkeley**	**Dublin**	**Emeryville**	**Fremont**	**Hayward**	**Livermore**	**Newark**	**Oakland**	**Piedmont**	**Pleasanton**	**San Leandro**	**Union City**	**Unincorporated Alameda County**	
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	13
Just Cause Evictions	N	N	Y	N	N	N	Y	N	N	Y	N	N	Y	N	N	4
Rent Stabilization	N	N	Y	N	N	N	Y	N	N	Y	N	N	N	N	N	3
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	Y	Y	6
SRO Preservation Ordinances	N	Y	N	N	N	N	N	N	N	Y	N	N	N	N	N	2
Housing Development Impact Fee and/or In Lieu Fees	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	14
Commercial Development Impact Fee	Y	Y	Y	Y	Y	N	N	Y	Y	Y	N	N	N	N	N	8
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	Y	Y	N	11
	N	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	3
Total Yes	**4**	**5**	**7**	**4**	**5**	**4**	**6**	**4**	**2**	**8**	**1**	**3**	**5**	**4**	**1**	

Contra Costa County																					TOTAL YES (20)
Affordable Housing Policies and Programs	**Antioch**	**Brentwood**	**Clayton**	**Concord**	**Danville***	**El Cerrito***	**Hercules***	**Lafayette**	**Martinez**	**Moraga**	**Oakley**	**Orinda***	**Pinole***	**Pittsburg**	**Pleasant Hill***	**Richmond**	**San Pablo**	**San Ramon**	**Walnut Creek**	**Unincorporated Contra Costa County**	
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	N	N	Y	Y	N	N	N	Y	Y	Y	N	Y	Y	Y	14
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	1
Rent Stabilization	N	N	N	Y	Y	N	Y	N	N	N	N	N	N	N	N	Y	N	N	N	N	4
Preservation of Mobile Homes (Rent Stabilization	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	2
SRO Preservation Ordinances	Y	N	Y	Y	Y	N	Y	N	N	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	12
Housing Development Impact Fee and/or In Lieu Fees	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	N	15
Commercial Development Impact Fee	Y	Y	N	N	N	N	N	N	Y	N	N	N	Y	N	N	Y	N	Y	Y	N	7
Inclusionary/Below Market Rate Housing Policy	N	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	15
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	1
Total Yes	**4**	**4**	**3**	**6**	**4**	**3**	**4**	**0**	**4**	**2**	**4**	**0**	**3**	**3**	**4**	**8**	**3**	**5**	**4**	**3**	

Marin County													TOTAL YES (12)
Affordable Housing Policies and Programs	Belvedere	Corte Madera*	Fairfax	Larkspur*	Marin County	Mill Valley*	Novato*	Ross	San Anselmo*	San Rafael	Sausalito*	Tiburon	
Condominium Conversion Ordinance	Y	Y	N	N	Y	Y	Y	N	Y	Y	Y	Y	9
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	N	0
Rent Stabilization	N	N	N	N	N	N	N	N	N	N	N	N	0
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	N	N	N	N	Y	N	N	Y	N	N	2
SRO Preservation Ordinances	N	N	N	N	N	N	N	N	N	Y	N	N	1
Housing Development Impact Fee and/or In Lieu Fees	N	N	Y	N	Y	Y	Y	N	Y	Y	N	UC	6
Commercial Development Impact Fee	N	Y	N	UC	Y	N	N	N	N	N	N	UC	2
Inclusionary/Below Market Rate Housing Policy	N	N	N	Y	Y	Y	Y	N	Y	Y	Y	Y	8
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	N	N	0
Total Yes	1	2	1	1	4	3	4	0	3	5	2	2	

Napa County							TOTAL YES (6)
Affordable Housing Policies and Programs	American Canyon	Calistoga	Napa	St. Helena*	Yountville	Unincorporated Napa County*	
Condominium Conversion Ordinance	Y	N	Y	Y	Y	N	4
Just Cause Evictions	N	N	N	N	N	N	0
Rent Stabilization	Y	N	N	N	N	N	1
Preservation of Mobile Homes (Rent	Y	Y	N	N	Y	Y	4
SRO Preservation Ordinances	N	N	Y	N	N	Y	2
Housing Development Impact Fee and/or In	N	Y	Y	Y	Y	Y	5
Commercial Development Impact Fee	N	Y	Y	N	Y	Y	4
Inclusionary/Below Market Rate Housing	Y	Y	Y	Y	Y	N	5
Minimum Wage Ordinance	N	N	N	N	N	N	0
Total Yes	4	4	5	3	5	4	

San Francisco County		TOTAL YES (1)
Affordable Housing Policies and Programs	**San Francisco**	
Condominium Conversion Ordinance	Y	1
Just Cause Evictions	Y	1
Rent Stabilization	Y	1
Preservation of Mobile Homes (Rent Stabilization	N	0
SRO Preservation Ordinances	Y	1
Housing Development Impact Fee and/or In Lieu Fees	Y	1
Commercial Development Impact Fee	Y	1
Inclusionary/Below Market Rate Housing Policy	Y	1
Minimum Wage Ordinance	Y	1
Total Yes	8	

San Mateo County																						TOTAL YES (21)
Affordable Housing Policies and Programs	**Atherton***	**Belmont***	**Brisbane**	**Burlingame**	**Colma**	**Daly City**	**East Palo Alto**	**Foster City**	**Half Moon Bay**	**Hillsborough**	**Menlo Park**	**Millbrae***	**Pacifica**	**Portola Valley***	**Redwood City**	**San Bruno***	**San Carlos**	**San Mateo**	**South San Francisco***	**Woodside**	**Unincorporated San Mateo County**	
Condominium Conversion Ordinance	N	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	Y	N	Y	12
Just Cause Evictions	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	1
Rent Stabilization	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	1
Preservation of Mobile Homes (Rent Stabilization	N	N	Y	N	N	N	Y	N	N	N	N	N	Y	N	N	N	N	N	N	N	Y	4
SRO Preservation Ordinances	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y	N	N	3
Housing Development Impact Fee and/or In Lieu Fees	N	N	Y	UC	N	Y	Y	N	N	N	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	11
Commercial Development Impact Fee	N	N	N	UC	N	N	N/A*	N	N	N	Y	N	N	N	Y	N	N	N	UC	N	N	2
Inclusionary/Below Market Rate Housing Policy	N	N	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	Y	N	Y	15
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	0
Total Yes	**0**	**1**	**5**	**2**	**1**	**3**	**6**	**2**	**2**	**0**	**4**	**3**	**4**	**2**	**3**	**2**	**2**	**0**	**3**	**0**	**4**	

Santa Clara County																	TOTALYES (16)
Affordable Housing Policies and Programs	Campbell*	Cupertino	Gilroy	Los Altos	Los Altos Hills	Los Gatos	Milpitas	Monte Sereno	Morgan Hill	Mountain View	Palo Alto	San Jose	Santa Clara	Saratoga*	Sunnyvale	Unincorporated Santa Clara County*	
Condominium Conversion Ordinance	N	Y	Y	Y	N	N	Y	N	Y	Y	Y	N	Y	N	Y	N	9
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	0
Rent Stabilization	Y	N	Y	N	N	Y	N	N	N	N	N	Y	N	N	N	N	4
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	Y	N	N	Y	Y	N	Y	Y	Y	Y	N	N	Y	N	8
SRO Preservation Ordinances	Y	Y	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	3
Housing Development Impact Fee and/or In Lieu Fees	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	Y	Y	Y	N	10
Commercial Development Impact Fee	N	Y	Y	N	N	N	N	N	N	Y	Y	N	N	N	Y	N	5
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	N	Y	N	N	Y	Y	Y	Y	Y	N	Y	N	11
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	N	Y	N	5
Total Yes	**3**	**5**	**6**	**2**	**0**	**4**	**2**	**0**	**4**	**6**	**6**	**5**	**4**	**2**	**6**	**0**	

Solano County									TOTAL YES (8)
Affordable Housing Policies and Programs	Benicia	Dixon	Fairfield	Rio Vista*	Suisun City*	Vacaville*	Vallejo*	Unincorporated Solano County*	
Condominium Conversion Ordinance	Y	N	Y	N	N	Y	Y	N	4
Just Cause Evictions	N	N	N	N	N	N	N	N	0
Rent Stabilization	N	N	N	N	N	N	N	N	0
Preservation of Mobile Homes (Rent Stabilization	Y	N	N	N	N	N	N	N	1
SRO Preservation Ordinances	N	N	Y	N	N	N	UC	Y	2
Housing Development Impact Fee and/or In Lieu Fees	Y	N	N	N	N	N	N	N	1
Commercial Development Impact Fee	N	N	N	N	N	N	N	N	0
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	N	N	N	UC	N	3
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	0
Total Yes	**4**	**1**	**3**	**0**	**0**	**1**	**1**	**1**	

Sonoma County											TOTALYES (10)
Affordable Housing Policies and Programs	**Cloverdale**	**Cotati**	**Healdsburg***	**Petaluma**	**Rohnert Park**	**Santa Rosa**	**Sebastopol**	Sonoma	**Windsor**	**Unincorporated Sonoma County***	
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	Y	Y	N	N	8
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	0
Rent Stabilization	N	Y	Y	Y	N	N	N	N	N	N	3
Preservation of Mobile Homes (Rent Stabilization	N	Y	Y	Y	Y	Y	Y	Y	N	Y	8
SRO Preservation Ordinances	Y	N	N	N	N	N	N	N	N	Y	2
Housing Development Impact Fee and/or In Lieu Fees	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	9
Commercial Development Impact Fee	Y	Y	N	Y	N	N	Y	N	N	N	4
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	9
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	0
Total Yes	**5**	**6**	**5**	**6**	**4**	**4**	**5**	**3**	**2**	**3**	

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October 7, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Metropolitan Transportation Commission's (MTC) Support for a Bay Area Preservation Fund for Affordable Housing and Community Stabilization

Dear Mr. Heminger:

While housing costs soar across the region, long-time residents are increasingly at-risk of being displaced from their neighborhood or the region. Plan Bay Area 2040 will begin to address these issues with targets that include housing and transportation affordability and displacement. Building upon MTC's historic investments in the Transit-Oriented Affordable Housing Fund (TOAH), we are requesting that MTC set aside $10 million of One Bay Area Grant (OBAG) funding for two years to explore the creation of a Bay Area Preservation Fund that would target the preservation of affordable homes throughout the region's Priority Development Areas (PDAs).

Communities throughout the region are undergoing significant and rapid change. We recognize that change is inevitable especially in a region that is expected to grow by 2 million people by 2040. However, in many of these communities, the drivers of change include speculation, cash-only buyers, and surge of evictions coupled with strong market and demographic trends of living in urban neighborhoods well-serviced by transit. According to the Urban Displacement Project, 53% of Bay Area neighborhoods are at risk or already have experienced displacement. The Bay Area region has lost 50% of its homes affordable to low-income households while the number of low-income households has increased by 10% between 2000-2013.[1] Nobody feels this pinch more than Bay Area working families who pay astronomical rents, work several jobs to pay their bills—of which rent and transportation accounts for 59% of their income — and worry about their stability with rampant evictions.[2]

Cities and regions across the country are realizing that building affordable homes is not sufficient to address displacement: they also need to preserve existing affordable homes to achieve community stabilization. *Preservation generally costs half as much and takes half the time to build compared to new construction* and serves a wider range of incomes, from very low- to low-income households. Furthermore, preservation retains affordability in communities with limited sites available for new affordable construction.

MTC was forward-thinking in 2008 when creating TOAH which has been instrumental in securing the scarce and well-sought after sites near transit for affordable homes in our communities. Affordable housing has proven to be one of the best uses of this precious land because it both creates a permanent affordability and ensures ridership—lower-income households drive 25-30% fewer miles when living within a half-mile of transit than those living in non-transit-oriented development (TOD) areas.[3] With new state resources through the Greenhouse Gas Reduction Fund, specifically the Affordable Housing and Sustainable Communities program, TOAH will see an uptick in utilization helping to ensure the long-term affordability of a community.

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[1] Urban Displacement Project, http://www.urbandisplacement.org/
[2] Urban Land Institute, Bay Area Burden, 2009.
[3] California Housing Partnership and TransForm, Why Creating and Preserving Affordable Homes Near Transit Is A Highly Effective Climate Protection Strategy, 2014.

With TOAH focusing on new construction, the next wave of MTC's investment should focus on preservation of existing affordable homes. There are generally two types of homes that fall into this category, which include homes that are currently affordable because of deed restrictions and naturally-occurring affordable homes in the market. Through the Bay Area Prosperity Plan, the California Housing Partnership Corporation identified 5,495 units that are at risk of converting to market-rate because their deed restrictions are set to expire as determined by financing terms.

There is no estimate of the number of naturally-occurring affordable homes in the region, but Enterprise Community Partners and the Low-Income Investment Fund, who have been instrumental in the conceptualization of TOAH, have embarked on an in-depth preservation study of market-rate affordable housing. The case studies of three Bay Area neighborhoods of West San Carlos in San Jose, Monument Corridor in Concord, and Hegenberger Road in Oakland have yielded some interesting preliminary findings. The majority of naturally-occurring affordable units are in multi-family properties with 5 or less units. However, there are key properties next to transit that are 20 to 100 units that are appropriate for preservation since they are financially feasible to acquire and manage by non-profit housing developers. *There is a finite supply of these ideal properties for preservation, and now is the time to act before speculators and cash-only buyers prevail.*

Across the country we are seeing nascent preservation funds emerge in Los Angeles as the metro system expands, in Washington DC as the *Stake Your Claim* campaign is gaining cross-sector interest, and even in smaller cities like Austin, TX. Closer to home, the East Bay Asian Local Development Corporation (EBALDC) is piloting a preservation fund through a partnership with NeighborWorks where a line of credit has allowed EBALDC to compete with the same advantages as for-profit buyers.

We have learned from these cities and regions that in order for a preservation fund to be effective, there are two attributes that are paramount:

1. Nimble and quick—access to credit that allows non-profit housing developers to make all-cash offers with short escrow periods. In other words, level the playing field with for-profit buyers who have deep pockets.
2. Low-cost and patient—more favorable financing compared to conventional lenders such as low interest with a 10-year term. This allows for calculated risks, innovation, and flexibility as non-profit housing developers undertake preservation.

Leverage is the true power of a fund. We have seen this firsthand with an initial $10 million in seed investment by MTC in TOAH which is now capitalized at $87 million. As such, we propose that at the end of two years, cities and funders have a business plan and additional funding to operationalize the Bay Area Preservation Fund. Should no such proposal prove forthcoming, these funds can be returned to the OBAG program for distribution to deserving projects.

We recognize a Bay Area Preservation Fund alone will not stop displacement and gentrification, but we strongly believe that it is a critical next step MTC needs to embark on as inequality grows in the region. We look forward to MTC's leadership on this issue.

Sincerely,

Mayor Libby Schaaf
City of Oakland

Mayor Tom Butt
City of Richmond

Mayor John McAlister
City of Mountain View

Council Member David J. Canepa
City of Daly City

Kate Hartley
Deputy Director—Housing, Mayor's Office of Housing and Community Development
City and County of San Francisco

Jacky Morales-Ferrand
Interim Director—Department of Housing
City of San José

Kara Douglas
Affordable Housing Program Manager
Contra Costa County

Margot Ernst
Housing Program Manager
City of Walnut Creek

Kelly Wallace
Acting Director—Health, Housing & Community Services Department
City of Berkeley

Fred Diaz
City Manger
City of Fremont

Ross McKeown

From: Robert Macaulay <rmacaulay@sta.ca.gov>
Sent: Friday, October 23, 2015 3:30 PM
To: Ross McKeown
Subject: City of Dixon OBAG 2 Eligibility
Attachments: City of Dixon Housing Element Letter Oct 23 2015.pdf

On behalf of the City of Dixon, the STA is requesting that the City be deemed eligible to apply for and receive OBAG Cycle 2 funds with regards to the requirement to have a certified Housing Element. Please forward this letter to the appropriate staff and Committees at MTC.

Attached is a letter from the City of Dixon regarding the status of their Housing Element. The City received a letter from HCD on August 6, 2015, conditionally approving their Housing Element.

The OBAG guidelines set deadlines for cities to have approved Housing Elements in order to be eligible for OBAG 2 funds, and Dixon has had difficulties meeting these deadlines. I believe that the City's letter clearly spells out the challenges they have faced, including staffing issues, and the actions they have been taking to construct affordable housing in their community.

The City's letter also spells out a timeline for making the final change specified in the August 6 letter, and that timeline exceeds the January 31, 2016 deadline set by MTC. The City's timeline anticipates completion of the specific plan and zoning changes in the second quarter of 2016. Given the statutory and practical needs for notices, public input, and both Planning Commission and City Council action, I believe this is a realistic timeframe. The presence of numerous holidays between now and the end of January 2016, with the resultant reduction in the number of Planning Commission and City Council meetings, makes achievement of the specific plan and zoning changes in the next 90 days all but impossible.

Please feel free to call me or Dixon's Public Work Director Joe Leach at 707-678-7031 x 305 if we can provide you with any additional information.

Robert Macaulay
Director of Planning
rmacaulay@sta.ca.gov
(o) 707 399-3204
(c) 707 580-0458

MAYOR JACK BATCHELOR, JR.
VICE MAYOR JERRY CASTAÑON, SR.
COUNCILMEMBER STEVEN BIRD

COUNCILMEMBER SCOTT PEDERSON
COUNCILMEMBER TED HICKMAN
CITY TREASURER DANE BESNEATTE

October 23, 2015

Robert Macauley
Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
rmacaulay@sta.ca.gov

RE: Dixon's 5th Cycle (2015-2023) Adopted Housing Element Implementation Schedule

Mr. Macauley,

Per our discussion over the last week, we understand that the Metropolitan Transportation Commission (MTC) staff has expressed to STA staff their concern that the City's Housing Element has been "conditionally" approved by the Department of Housing and Community Development (HCD) per the attached August 6, 2015 letter (Attachment 1) from Mr. Glen A. Campora, Assistant Deputy Director. MTC desires to gain information regarding how the City intends to completely fulfill the Housing Element requirements by the noted deadline of January 31, 2016.

In order to answer the questions of schedule, I believe it imperative that MTC understand the efforts the City has undertaken to achieve 234 planned/constructed units of the 250-unit Regional Housing Need Allocation (RHNA) requirement (Attachment 2, Table IV-2 on page IV-3).

1. Heritage Commons
    a. Phase 1 (***60 units***) – Construction completed in 2013
    b. Phase 2 (***54 units***) – under construction; scheduled to be completed in 2016
    c. Phase 3 (***6 units***) – planned
2. Valley Glen Apartments
    a. ***59 units*** – Construction completed in 2013
3. Various existing sites
    a. Zoned PMU-2-PD with allowable densities between 14.53 and 21.78 units/acre.
    b. Map ID No's. 1 through 7 – ***55 units*** (Attachment 2)

As detailed in the House Element Update (Attachment 2, Table IV-5, pps. V-19, V-20 & V-45), the balance of the 16 units would need to come from the Southwest Dixon Specific Plan Area (SWDSPA). Currently the SWDSPA reflects a Zoning Designation for the two parcels totaling 10.7 acres as RM-2 as a result of a rezone action in 2005 (see Attachment 3). These two

City of Dixon
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(707) 678-7030 • FAX (707) 678-7039 • TTY (707) 678-1489

parcels would need to be rezoned to RM-4 to yield total 231 units, 16 of which would be applied to the RHNA Cycle 4 shortfall.

It should be noted that as the site plans and infrastructure plans for SWDSPA were being developed in the mid-2000s, it was anticipated that the area in question would be rezoned to a higher density, as evidenced by the Conceptual Site Plan dated October 2006 (Attachment 4 denotes the clouded area yielding 231 units).

Additionally, and of extreme significance, the City has accomplished the above with temporary and/or part-time staff working aggressively with consultants. Amidst ongoing recruitment efforts, the City has been without a full time Community Development Director (CDD) since Fall 2012. The Department has been challenged by staff turnover: the departure of a part-time Associate Planner and a contract, part-time CDD (8+ years of local institutional knowledge); the addition of a CDD consultant (since August 2015) and full time Associate Planner (since September 2015). As it is not difficult to image, the result of these transitions has been the delay in processing projects. The recruitment effort for the position of CDD has been increased with the retaining of a professional placement consultant with the expectation of filling the position during the first quarter of 2016.

In an effort to continue to demonstrate the City's commitment to adhere the HCD requirements, we are proposing the Process/Schedule below:

Proposed Process/Tentative Schedule

1Q 2016 Complete Environmental Analysis for rezone of two parcels totaling 10.7 acres within the SWDSPA and impacts to Specific Plan Amendment and General Plan Amendment

1Q 2016 Noticing of Planning Commission Public Hearing

2Q 2016 Planning Commission Public Hearing of Rezone, SP/GP Amendments; City Council Adoption of Rezone/Amendments

It is acknowledged that the above schedule does not conform to the schedule noted in the HCD approval letter. It is the City's hope and expectation that MTC staff would consider both the level of effort demonstrated to date and the extenuating circumstances this municipality has weathered during the last several years.

Please contact me at 707-678-7031 x 305 or jleach@ci.dixon.ca.us if you have any questions or require any additional information.

Sincerely,

Joe Leach, PE
City Engineer/Public Works Director

Attachments

1 – HCD's approval letter of Dixon's Adopted Housing Element August 6, 2015
2 – City of Dixon Housing Element Update 2015-2023 (select pages)
3 – Ordinance No. 05-011 rezone of Southwest Dixon Specific Plan Area
4 – Conceptual Site Plan dated October 2006

CC: Jim Lindley, City Manager
Joan Michaels Aguilar, Deputy City Manager/Administrative Services
Douglas L. White, Churchwell White LLP, Legal Counsel
George Osner, Interim Community Development Director
Scott Greeley, Associate Planner
Jennifer Gastelum, PMC

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY EDMUND G. BROWN JR., Governor
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

August 6, 2015

Mr. Jim Lindley, City Manger
City of Dixon
600 East A Street
Dixon, CA 95620

Dear Mr. Lindley:

RE: City of Dixon's 5th Cycle (2015-2023) Adopted Housing Element

Thank you for submitting the City of Dixon's housing element adopted May 26, 2015 which was received for review on May 29, 2015. Pursuant to Government Code (GC) Section 65585(h), the Department is reporting the results of its review.

The adopted element conditionally meets the statutory requirements of State housing element law (GC, Article 10.6). The Department's review found the adopted element to be substantially the same as the revised draft element the Department's April 8, 2015 review determined met statutory requirements. The finding of compliance is conditioned on the City zoning adequate sites to address the unaccommodated housing need from the prior planning period.

Please be aware, for the housing element to continue to demonstrate adequate sites after January 31, 2016, the City must complete Program 5.3.1 actions. This program commits to rezone sites to accommodate the 16 unit carryover of housing need not met in the 4th cycle by January 31, 2016. Pursuant to GC Section 65584.09, a jurisdiction that failed to identify or make available adequate sites to accommodate all of the previous cycle's housing need must zone or rezone adequate sites to accommodate all of the previous cycle's unmet housing need within the first year of the next housing element cycle. The City must monitor and report on the results of this and other programs through the annual progress report, required pursuant to GC Section 65400.

Please note the City of Dixon now meets specific requirements for State funding programs designed to reward local governments for compliance with State housing element law. For example, the Department's Housing Related Parks Program includes housing element compliance as a threshold requirement. Please see the Department's website for specific information about this and other State funding programs at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hecompl011708.pdf.

The Department appreciates the work provided by Mss. Jennifer Gastelum and Amy Sinshimer, the City's consultants, throughout the course of the housing element review. The Department wishes the City of Dixon success in implementing its housing element. If the Department can provide assistance in implementing the housing element, please contact Melinda Coy, of our staff, at (916) 263-7425.

Sincerely,

Glen A. Campora
Assistant Deputy Director

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City of Dixon Housing Element Update 2015–2023

Draft

February 2015

Prepared by:

PMC®

2729 Prospect Park Drive, Suite 220
Rancho Cordova, CA 95670

Attachment 2

2. Options for Complying with the Adequate Site Requirement

State law requires jurisdictions to demonstrate that "adequate sites" will be made available over the planning period (2015–2023 for the ABAG region) to facilitate and encourage a sufficient level of new housing production. Jurisdictions must also demonstrate that appropriate zoning and development standards, as well as services and facilities, will be in place to facilitate and encourage housing. The Housing Element must inventory land suitable for residential development, including vacant and underutilized sites, and analyzes the relationship of zoning and public facilities and services to these sites.

In complying with the adequate site requirement, jurisdictions can take credit for the number of new units built during the RHNA cycle of 2014–2022 toward the RHNA. This includes new housing units either built or approved since January 1, 2014.

State law also allows jurisdictions to fulfill a portion of the RHNA with existing housing units. Under Assembly Bill (AB) 438, jurisdictions can fulfill up to 25 percent of the RHNA for lower-income households through the acquisition/rehabilitation of qualified substandard units that would otherwise be demolished. Given the stringent criteria of AB 438, few communities in the state have been able to take advantage of this provision.

AB 438 also authorizes jurisdictions to fulfill a portion of the RHNA through the preservation of affordable units that would otherwise revert to market rents (at-risk units) but are preserved through committed assistance from the jurisdiction. However, the high cost of preserving the at-risk units is beyond the current financial resources of the City.

The following discussion identifies how the City may provide for a sufficient number of sites to facilitate housing production commensurate with the 2014–2022 RHNA. In evaluating the adequacy of sites to fulfill the RHNA by income level, HCD assesses a jurisdiction's development potential by zoning district and corresponding density level.

3. Progress Toward Meeting Housing Needs

An important component of the Housing Element is the identification of sites for future housing development and evaluation of the adequacy of these sites in fulfilling Dixon's share of the Regional Housing Needs Allocation, as determined by ABAG.

In the 4th cycle Housing Element update, the City included Program 5.3.1, stating that the City would accommodate its remaining lower-income RHNA by rezoning enough sites to RM-4 to address a shortfall of 250 units. The City has since rezoned property and approved projects to accommodate all but 16 units of the 250. **Table IV-2** details the projects/sites that have addressed the requirements of Program 5.3.1.

TABLE IV-2
PROGRESS TOWARD ADDRESSING THE 4TH CYCLE RHNA SHORTFALL

APN	Project Description	Acreage	Units	Income-Category
116-030-150	Heritage Commons Affordable Senior Apartments	5.07	120	Extremely Low and Very Low
114-030-033	Valley Glen Rental Apartment Complex (farmworker housing)	5.00	59	Extremely Low and Very Low
Multiple	Upzoning of seven parcels to PMU-2	7.12	55	Extremely Low, Very Low and Low based on default density
Remaining RHNA			16	

In addition to the two approved projects in the table above, the City provided Redevelopment funds to two homes (on the same lot) that that care for up to 12 homeless veterans. The facility opened in 2009. This facility is considered transitional housing which is temporary by definition therefore the 12 beds don't count towards the 4th cycle RHNA.

In order to accommodate the 16 remaining units, rezoning of the Southwest Affordable Housing site is proposed. The two parcels that make up the site total 10.7 acres and are currently zoned RM-2. An affordable housing project for 131 units has been approved on a portion of the site. Per the Development Agreement, the units will be affordable to low-income households or lower depending on the final plans for development. In order to accommodate the densities allowed under the project, the site will need to be rezoned to RM-4, which allows densities between 22 and 29 units per acre, densities feasible to facilitate development of housing affordable to lower-income households in Dixon. Although a project has been approved on the site, building permits have not been approved and the project is not currently moving forward. Program 5.3.1 proposes to rezone the entire 10.7 acres; the City estimates that the site has a realistic capacity of 231 units (131 of these units have already been approved as part of the approved project as described above). The RM-4 zoning will have a minimum allowed density of 22 units per acre with a maximum of 29 units per acre. This program will be implemented within one year of the beginning of the 5th cycle planning period or January 31, 2016, and the remaining 215 units that can realistically be accommodated on the site will be available as part of the 5th cycle land inventory.

As part of the 2015–2023 Housing Element update, an analysis of the residential development potential in Dixon was conducted. City staff performed a parcel-specific vacant and underutilized sites analysis. The results of this analysis are summarized in **Table IV-3** and compared to the City's share of the RHNA.

TABLE IV-5
CITY OF DIXON LAND INVENTORY

Map ID	APN	Zone	Proposed Zone	Area	Allowable Density	General Plan Designation	Acres	Realistic Unit Capacity 75 percent	Existing Use	Infrastructure Capacity	Constraints	Exempt from Measure B
	HIGH DENSITY SITES											
1	115-060-120	PMU-2-PD	n/a	North First & East F Street	14.53- 21.78	Planned Mixed Use	0.15	11	Vacant	Yes	None	Yes
2	115-060-140			North First & East F Street		Planned Mixed Use	1.30		Vacant	Yes	None	Yes
3	115-070-160	PMU-2-PD	n/a	North First/Second Street	14.53- 21.78	Planned Mixed Use	1.67	17	Single family house	Yes	None	Yes
4	115-070-170						0.25		Vacant	Yes	None	Yes
5	115-070-180	PMU-2-PD	n/a				0.25		Vacant	Yes	None	Yes Yes
6	113-066-130	PMU-2-PD	n/a	Jefferson & West D Street	14.53- 21.78	Planned Mixed Use	2.56	20	Vacant	Yes	Drainage	Yes
7	113-066-020	PMU-2-PD	n/a	Jefferson & West D Street	14.53- 21.78	Planned Mixed Use	0.94	7	Grain silos	Yes	Drainage	Yes
							7.12	**55**				
	APPROVED BUT NOT APPROPRIATELY ZONED HIGH DENSITY SITES											
8	114-011-010	RM-2	RM-4	Southwest Dixon Specific Plan	21.78-29.04	MDH	10.70	115	Vacant	Yes	None	Yes, through 2020
9	114-011-040	RM-2	RM-4	Southwest Dixon Specific Plan	21.78-29.04	LD		100	Vacant	Yes	None	Yes, through 2020
	Total High Density						**17.80**	**215[1]**				
	SPECIFIC PLANS/PLANNED DEVELOPMENTS											
10	116-030-140	PMR	n/a	Brookfield Subdivision	5.46	MDL	3.48	19	Vacant	Yes	None	No
11	116-030-160	PMR	n/a	Brookfield Subdivision	8.33	MDL	12.12	101	Vacant	Yes	None	No
12	116-030-170	PMR	n/a	Brookfield Subdivision	8.46	MDL	9.81	83	Vacant	Yes	None	No
13	116-030-180	PMR	n/a	Brookfield Subdivision	5.06	MDL	15.20	77	Vacant	Yes	None	No
	Total Medium Density						**40.61**	**280**				
14	116-030-190	PMR	n/a	Brookfield Subdivision	3.46	LD	2.89	10	Vacant	Yes	None	No
15	116-030-200	PMR	n/a	Brookfield Subdivision	4.18	LD	11.70	49	Vacant	Yes	None	No
16	116-030-210	PMR	n/a	Brookfield Subdivision	3.80	LD	16.31	62	Vacant	Yes	None	No
17	114-030-230, 240 and 250	PMR-PD,R1-PD	n/a	Valley Glen Planned Development	3.53	VLD,LD,MDL,G	89.28	316	Vacant	Yes	None	No
	Total Low Density						**120.18**	**437**				

Source: City of Dixon, 2014
Note 1: The Development agreement for this project is for 231 units. 16 of those units are not shown in this table as they have been counted towards the 4th cycle RHNA.

Housing Program	Five-Year Objective	Progress	Continue/ Modify/Delete
development of affordable housing. ***Responsible Agency:*** Community Development Department ***Time Frame:*** Annually ***Funding:*** General Fund	unused allotment to be used in the following five-year period would apply in addition to the 15 percent already allowed.	development. Therefore, communication with developers interested in affordable housing regarding the availability of unused Measure B allotments has not been appropriate. The Council has not passed a resolution stating that unused allotments used in the following five-year period would apply in addition to the 15 percent already allowed. **Appropriate:** Modify to clarify language in objective and continue.	
5.3.1 **Program to Rezone Sites:** The City's residential sites inventory currently provides vacant land for 2,338 units within the planning period of this Housing Element. To meet the adequate sites requirement for the Regional Housing Need Allocation (RHNA), the sites inventory falls short of the lower-income housing production requirement by 250 units, as shown in Table IV-3 of the Resources section of the Housing Element. The City has identified approximately 30.13 acres of land to rezone to RM-4 (High Density Multi-family Residential, allowing 22-29 units per acre) that can potentially facilitate the development of approximately 489 units affordable to lower-income households.	The City will amend the Zoning Ordinance by June 2010 to include both a RM-3 and RM-4 district. The City plans to rezone 30.13 acres of land to the RM-4 district to facilitate the development of affordable housing. The City also plans to rezone the High Density Senior site (Simpson Senior Housing) to the new RM-4 district.	**Effectiveness:** This program was substantially effective. **Progress:** In 2009, the Core Area Mixed Use land use allowable density was changed from a maximum of 8.7 units per acre to a range of 6.23 to 21.78 units per acre. The City has rezoned property and approved projects to accommodate all but 16 units of the 250. The projects/sites that have addressed the program requirements include: • Rezone of seven parcels, totaling 7.12 acres from PMU-1 to the newly created PMU-2 (allowing up to 21.78 units per acre)	Modify

Housing Program	Five-Year Objective	Progress	Continue/ Modify/Delete
The City has in the past rezoned property to address the need for housing, particularly for housing that would serve lower-income and special needs groups. Both the sites for the La Esperanza project and the Dixon Second Street Senior Apartments were rezoned from nonresidential uses to permit housing development. The City will monitor compliance with the City's share of the regional housing need. Within one year of adoption of the Housing Element, the City will undertake steps to ensure that adequate sites are available to meet the City's share of the regional housing need through rezoning of land for multi-family development and/or increasing the density of sites. All rezoned sites permit owner-occupied and rental multi-family developments by right and do not require a conditional use permit, planned development permit or any other discretionary review. All sites to be rezoned to meet the City's shortfall will have a capacity of at least 16 units per site. ***Responsible Agency:*** Community Development Department ***Time Frame:*** June 2010		• Rezone of 5.07 acres to RM-4 and approving the 120-unit very low-income Heritage Commons senior apartment project. Phase I (60 units) has been constructed. • Approval of a farmworker affordable housing project on 5 acres for 59 units. **Appropriateness:** This program will be modified and continued to address the 16 remaining RHNA units from the 4th cycle.	

Policy 5.3: **Ensure that adequate sites are available for affordable housing development throughout the city.**

Program 5.3.1 **Program to Rezone Sites:** Program to Rezone Sites: The City made substantial progress toward rezoning sites and approving projects to address the 250-unit Regional Housing Need Allocation (RHNA) shortfall from the 4th cycle Housing Element as shown in Table IV 2 of the Resources section of the Housing Element. After taking these efforts into account, a shortfall of 16 units affordable to lower-income households remains for the 4th cycle. In order to accommodate the 16 remaining units, redesignation and rezoning of the Southwest Affordable Housing site is proposed. The two parcels that make up the site total 10.7 acres and are currently designated MDH and zoned RM-2. An affordable housing project for 131 units has been approved on a portion of the site. In order to accommodate the densities allowed under the project, the site will need to be rezoned to RM-4, which allows densities between 22 and 29 units per acre, densities feasible to facilitate development of housing affordable to lower-income households in Dixon. A General Plan Amendment will also be required for the site to redesignate it to HD allowing 21.78 to 29.04 units per acre. Although a project has been approved on the site, building permits have not been approved and the project is not currently moving forward. This program proposes to redesignate/rezone the entire 10.7 acres; the City estimates that the site has a realistic capacity of 231 units (131 of these units have already been approved as part of the approved project as described above). The HD designation/RM-4 zoning will have a minimum allowed density of 21.78 units per acre with a maximum of 29.04 units per acre and allows residential uses only. This program will be implemented within one year of the beginning of the 5th cycle planning period or January 31, 2016.

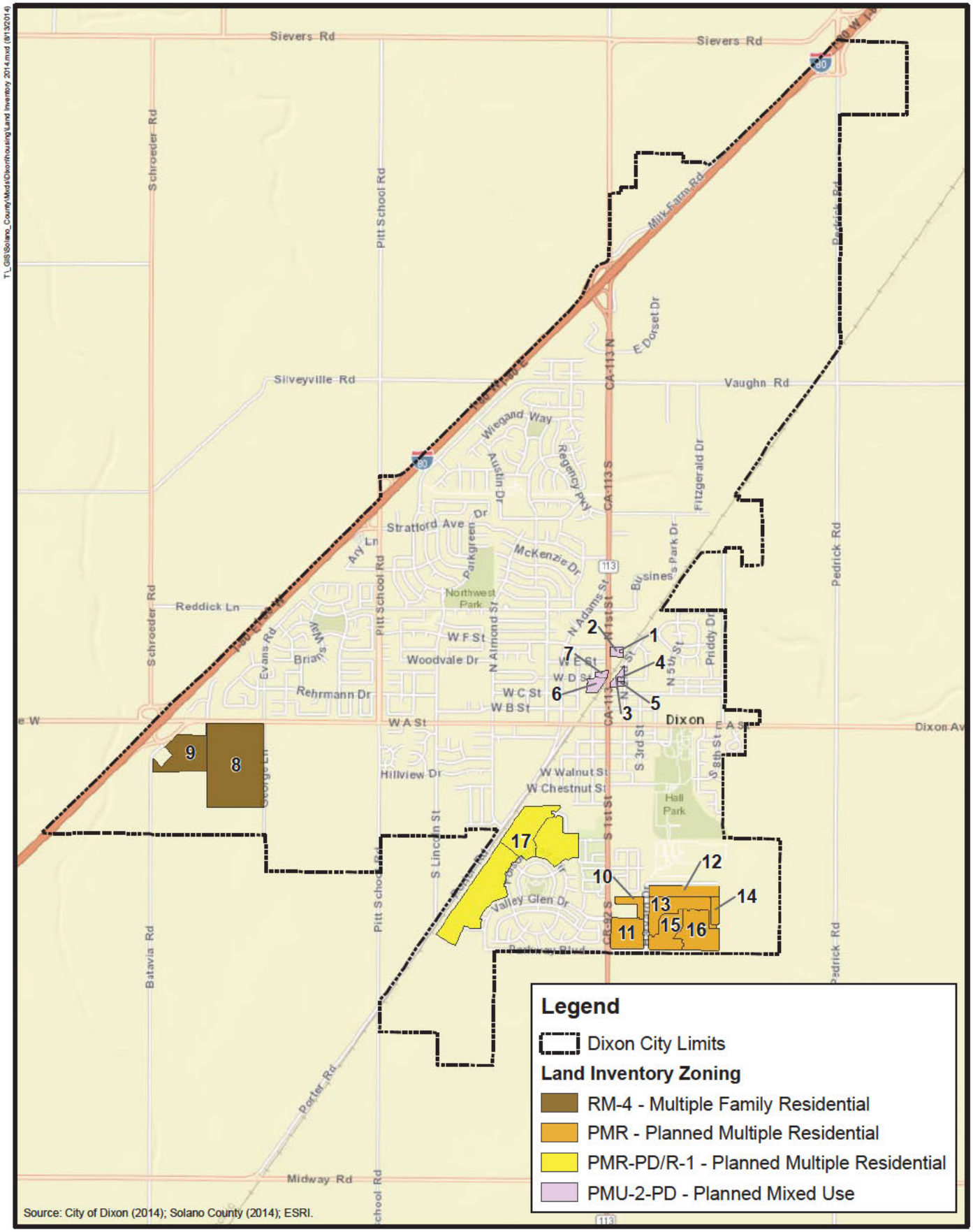
The City will monitor compliance with Dixon's share of the regional housing need. Within one year of adoption of the Housing Element, the City will undertake steps to ensure that adequate sites are available to meet the City's share of the regional housing need by rezoning of land for multi-family development and/or increasing the density of sites. The site proposed for rezoning permits owner-occupied and rental multi-family developments by right and does not require a conditional use permit, planned development permit, or any other discretionary review.

Eight-Year Objective: The City will rezone the 10.7-acre Southwest Affordable Housing site within one year of the beginning of the 5th cycle Housing Element planning period, by January 31, 2016. The City will also prepare a General Plan Amendment to redesignate the land use category to High Density (HD) for consistency with the RM-4 zoning.

Responsible Agency: Community Development Department

Time Frame: January 31, 2016

Funding: General Fund



Appendix A
Land Inventory Map

PMC

Attachment 2

ORDINANCE NO. 05-011

AN ORDINANCE REZONING APPROXIMATELY 477 ACRES IN THE SOUTHWEST DIXON SPECIFIC PLAN AREA (ASSESSOR'S PARCEL NO.'s: 114-011-010, 030, & 040; 114-012-020; 114-011-020; 114-011-080; 114-141-240; 114-040-020 & 030; 114-011-050; 114-141-230; 114-011-130; 114-011-040 & 060; 109-030-090 & 100; 114-141-250; 114-012-030; 114-020-010; 114-011-120; AND 114-012-040) AND DIRECTING THAT THE OFFICIAL ZONING MAP OF THE CITY BE AMENDED ACCORDINGLY

THE CITY COUNCIL OF THE CITY OF DIXON ORDAINS AS FOLLOWS:

Section 1. The City Council finds and determines as follows:

(a) An application was made to the City for the rezoning of several properties located in the Southwest Dixon Specific Plan Area (the "Southwest Properties" consisting of Assessor's Parcel No.'s 114-011-010, 030, & 040; 114-012-020; 114-011-020; 114-011-080; 114-141-240; 114-040-020 & 030; 114-011-050; 114-141-230; 114-011-130; 114-011-040 & 060; 109-030-090 & 100; 114-141-250; 114-012-030; 114-020-010; 114-011-120; and 114-012-040). The proposed rezoning of the Southwest Properties is depicted in Exhibit "A" attached hereto and made a part hereof.

(b) The acting Community Development Director made an investigation of the proposed rezoning pursuant to Section 12.30.06 of the City of Dixon Zoning Ordinance ("Zoning Ordinance") and submitted a report thereon to the Planning Commission.

(c) The Planning Commission held a properly noticed public hearing on the proposed rezoning on September 12, 2005, and after considering all of the evidence, made specific findings that the proposed rezoning is necessary to achieve the objectives of the Zoning Ordinance as prescribed in Section 12.01.01 and the proposed rezoning is consistent with the City of Dixon's General Plan, as amended, and the revised Southwest Dixon Specific Plan and recommended approval of the proposed rezoning.

(d) The City Council held a properly noticed public hearing on the proposed rezoning on October 11, 2005, and considered the Planning Commission recommendations, the report of the acting Community Development Director, any public comments and all documents or testimony received.

Section 2. The City Council specifically finds and determines as follows:

(a) The proposed rezoning is necessary to achieve the objectives of the Zoning Ordinance as prescribed in Section 12.01.01.

(b) The proposed rezoning is consistent with the City of Dixon's General Plan, as amended, and the revised Southwest Dixon Specific Plan.

(c) The City Council certified the Southwest Dixon Specific Plan Environmental Impact Report which covers the proposed rezoning on September 28, 2004 and no additional environmental review of this rezoning is required by law, ordinance, or regulation.

Section 3. Pursuant to the provisions of Section 12.30 of the Zoning Ordinance and Government Code Section 65853, the Southwest Properties are hereby rezoned as depicted on the attached Exhibit "A".

Section 4. Pursuant to Section 12.30.09, the City Clerk is hereby directed to cause the Official Zoning Map of the City of Dixon to be revised to reflect the rezoning approved by this ordinance.

Section 5. This Ordinance shall become effective thirty (30) days after its adoption.

Section 6. The City Clerk shall cause this Ordinance to be published in the Dixon Tribune, a newspaper of general circulation in the City of Dixon, within fifteen (15) days of its enactment; shall certify to the enactment and publication of this Ordinance, and shall cause this Ordinance and its certifications to be entered in the Book of Ordinances of the City.

***

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Dixon duly held on the 11th day of October, 2005 and was approved and enacted at a duly held regular meeting or adjourned regular meeting of the City Council held on the 8th day of November, 2005 by the following roll call vote:

AYES: Alexander, Ferrero, Smith, Vega, Courville

NOES: None

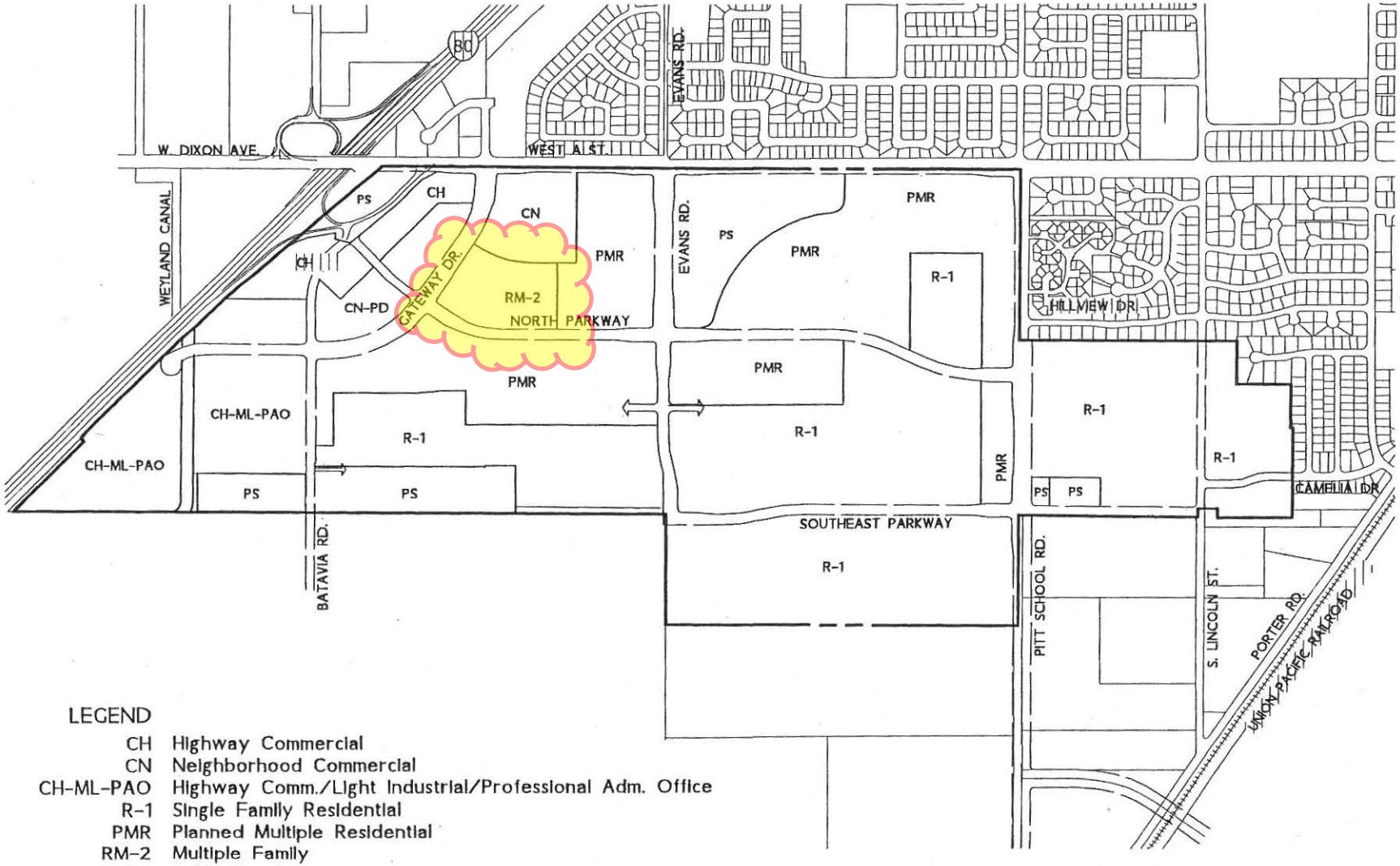
ABSTAIN: None

ABSENT: None

ATTEST:

Janice M. Beaman
City Clerk

Mary Ann Courville
Mayor



LEGEND

CH	Highway Commercial
CN	Neighborhood Commercial
CH-ML-PAO	Highway Comm./Light Industrial/Professional Adm. Office
R-1	Single Family Residential
PMR	Planned Multiple Residential
RM-2	Multiple Family
PS	Public Service
———	Southwest Dixon Plan Area

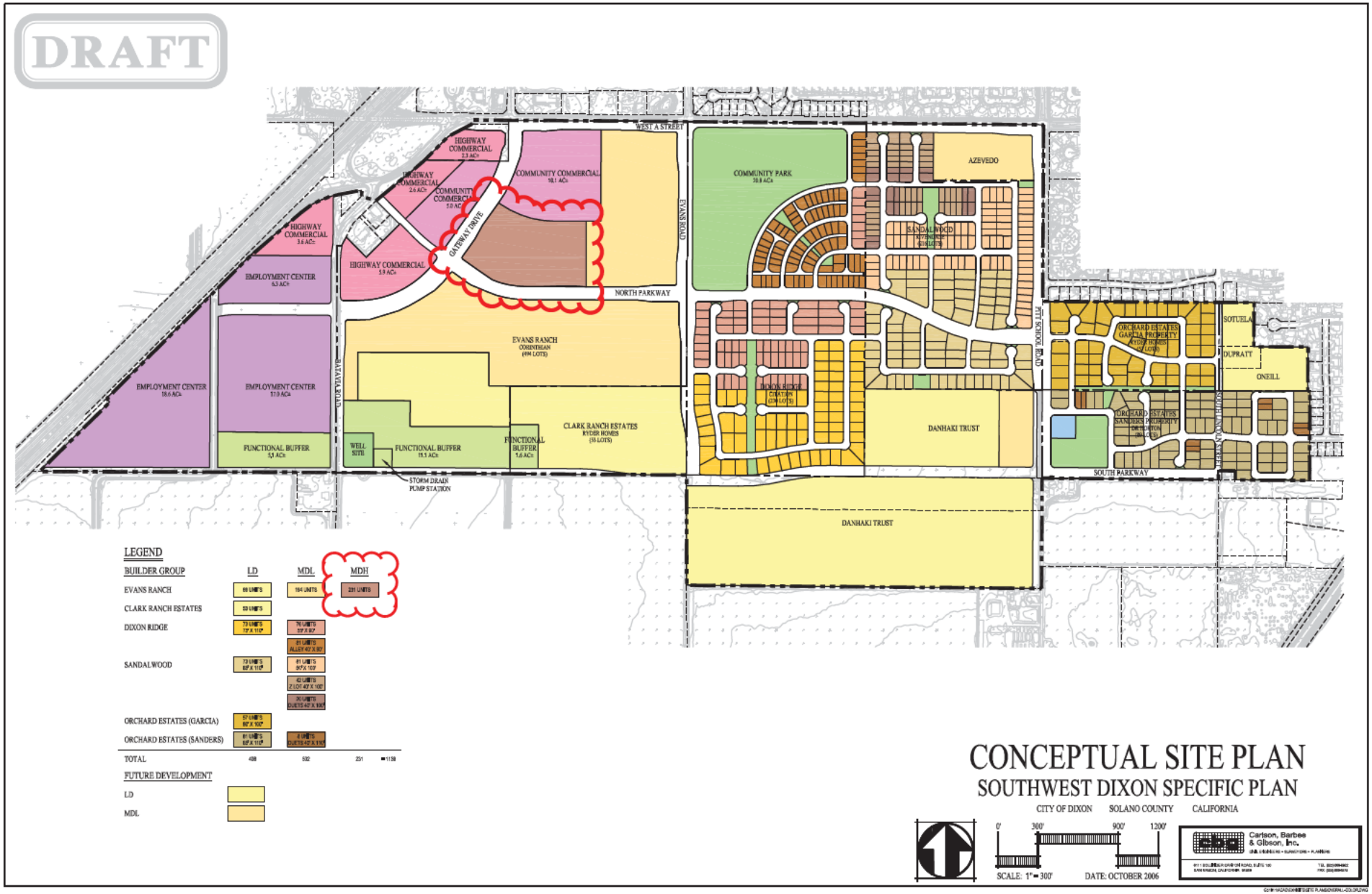
EXHIBIT A - ZONING

SOURCE: NOLTE ASSOC., INC.

Attachment 3

ORDINANCE NO.: 05-011

DATE: NOV 08 2005


DRAFT
HIGHWAY COMMERCIAL 2.3 ACs
HIGHWAY COMMERCIAL 2.6 ACs
COMMUNITY COMMERCIAL 5.0 ACs
COMMUNITY COMMERCIAL 10.1 ACs
HIGHWAY COMMERCIAL 3.6 ACs
HIGHWAY COMMERCIAL 3.9 ACs
GATEWAY DRIVE
WEST A STREET
EVANS ROAD
NORTH PARKWAY
COMMUNITY PARK 30.8 ACs
AZEVEDO
SANDALWOOD
EMPLOYMENT CENTER 6.3 ACs
EMPLOYMENT CENTER 18.6 ACs
EMPLOYMENT CENTER 17.0 ACs
FUNCTIONAL BUFFER 5.1 ACs
WEST B STREET
EVANS RANCH CORINTHIAN (49M LOTS)
WELL SITE
FUNCTIONAL BUFFER 11.1 ACs
FUNCTIONAL BUFFER 1.6 ACs
STORM DRAIN PUMP STATION
CLARK RANCH ESTATES RYDER HOMES (53 LOTS)
DIXON RIDGE
DANHAKI TRUST
CITY SCHOOL ROAD
ORCHARD ESTATES GARCIA PROPERTY RYDER HOMES (57 LOTS)
SOTUELA
DUPRATT
ONEILL
ORCHARD ESTATES SANDERS PROPERTY CRESTON (61 LOTS)
SOUTH PARKWAY
DANHAKI TRUST
LEGEND
BUILDER GROUP
LD
MDL
MDH
EVANS RANCH
CLARK RANCH ESTATES
DIXON RIDGE
SANDALWOOD
ORCHARD ESTATES (GARCIA)
ORCHARD ESTATES (SANDERS)
TOTAL
FUTURE DEVELOPMENT
LD
MDL
CONCEPTUAL SITE PLAN
SOUTHWEST DIXON SPECIFIC PLAN
CITY OF DIXON SOLANO COUNTY CALIFORNIA
0' 300' 900' 1200'
SCALE: 1" = 300'
DATE: OCTOBER 2006
Carlson, Barbee & Gibson, Inc.

CITY OF HALF MOON BAY

City Hall • 501 Main Street • Half Moon Bay • 94019

October 20, 2015

Ms. Anne Richman
Programming and Allocations Committee
Metropolitan Transportation Commission
101 8th Street, Oakland, CA 94607

Subject: One Bay Area Grant Program (OBAG 2) Funding

Dear Ms. Richman,

On behalf of the City of Half Moon Bay I am respectfully requesting that the Metropolitan Transportation Commission (MTC) consider either an exception, waiver or an extension to the May 31, 2015 Housing Element certification deadline. Half Moon Bay has made steady and diligent progress in completing the Department of Housing and Community Development (HCD) Housing Element certification process as noted below:

- March 3, 2015 City Adoption of the Housing Element
- April 14, 2015 HCD Conditional Approval of the Housing Element
- September 15, 2015 City Adoption of Housing Ordinance Amendments
- October 5, 2015 HCD Certification of Housing Element

As you can see from the above timeline, the City was well on our way towards completing the HCD certification process in advance of the May 31, 2015 MTC deadline as demonstrated by the City's adoption in March, 2015, and the conditional HCD approval in April, 2015.

As you may know, the City of Half Moon Bay has experienced significant financial constraints and hardships, and we have just recently been able to rebuild our revenues and catch up on badly needed infrastructure maintenance and capital improvement projects. These OBAG 2 grant funded projects represent opportunities for serious improvements in the lives of residents, businesses and visitors to this community and the coastside in general. I urge you to favorably consider allowing us to continue to be eligible for this cycle of OBAG 2 funding.

Sincerely,

Magda Gonzalez, For
City Manager

cc: Mayor and City Council
John Doughty, Interim Community Development Director
Mo Sharma, City Engineer
Bruce Ambo, Planning Manager
Ross McKeown, MTC
Eliza Yu, MTC

Transportation Authority of Marin

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
Sandra Donnell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Madeline Kellner

Ross
P. Beach Kuhl

San Anselmo
Ford Greene

San Rafael
Gary Phillips

Sausalito
Tom Theodores

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

October 22, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Dear Mr. Heminger:

TAM has actively participated in numerous discussions regarding the upcoming One Bay Area Grant program, OBAG 2. The most recent discussions include policy consideration by MTC of more closely tying the distribution of funds within each county to the estimated production of housing. TAM extends our concerns over further restrictions on this vital resource. We rely on this resource to further our substantial progress towards greenhouse gas emissions reduction in the transportation sector.

In the first round of OBAG, TAM received $7.7 million for projects and programs. Engaging in a robust outreach process, TAM recommended programming the $7.7 million to a variety of multi-modal projects. TAM was able to capture nearly $19 million in other local and regional funds resulting in a portfolio of projects under OBAG1 exceeding $25 million. This would not be possible under a formulaic share scenario.

The submission and selection of specific projects follows local jurisdiction planning processes that bring the top priority projects forward for consideration. This prioritization enables local governments to better match funds that they seek from the OBAG program. The resultant program that TAM developed under OBAG1 exceeded by over 200% the funds made available by MTC alone. TAM believes that retaining that process of planning, prioritizing, and local government support has worked exceptionally well and should not be hampered under OBAG 2.

We have been able to effectively reduce greenhouse gas emissions with transportation investments such as our very successful Safe Routes to Schools and Electric Vehicle support programs. We would be remiss in believing that the best projects for our community and the best reduction of greenhouse gas emissions could be met under a more stringent and limited formulaic process. We do not support going down this path.

We will continue to participate in the process of seeking input and appreciate your consideration of this recommendation.

Sincerely,

Dianne Steinhauser

DS/dmm

Date: November 18, 2015
W.I.: 1512
Referred by: Programming & Allocations

ABSTRACT

Resolution No. 4202

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – Project Selection Criteria and Programming Policy
Attachment B-1 – Regional Program Project List
Attachment B-2 – County Program Project List

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

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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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 $52 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. 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, CMAs 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.

6. **Continue Transparency and Outreach to the Public Throughout the Process:**

   CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA 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 CMAs 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 CMAs 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 guidelines[1]. 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 CO_2 emissions reductions per

[1] Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016.

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.

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, with all associated project information submitted to MTC using the Fund Management System (FMS) by November 30, 2016. 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. 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.

  - 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 compete 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:

<u>Eligible Non-Infrastructure Projects</u>

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.

<u>Eligible Infrastructure Projects</u>

- 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

<u>Exclusions found to be ineligible uses of CMAQ funds</u>

- 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 thru Appendix A-6

See

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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 *(within county program for OBAG 2)*	4%	$20			
	Safe Routes To School *(Moved to county program for OBAG 2)*	5%	$25			
	Federal-Aid Secondary - FAS *(within county program for OBAG 2)*	-	-			
		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**

*** OBAG 1:** In OBAG 1, the county CMAs 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 requriements 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 activites 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% 2016-17	OBAG 2 County CMA Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	Total
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% 2016-17	OBAG 2 Regional Agency Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	Total
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

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* 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:

- 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:
  - Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
  - 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.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
  - Document the steps taken to engage underserved communities.
  - 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.
  - 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) <u>Engaging Regional/Local Agencies</u>

- 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) <u>Planning Objectives</u> – 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 goals[2]. 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) <u>Establishing Local Funding Priorities</u>

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 Places**[3]
- **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	• $8 million
Screening Criteria	• **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. *San Francisco Bay Area Upland Habitat Goals Project Report* 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

	• **Meets Program Goals:** Projects that meet one of the following program goals (subject to funding eligibility—see below): o Protects or enhances "resource areas" or habitats as defined in California Government Code § 65080.01(a). o Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. o Supports the agricultural economy of the region. o Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
Eligible Applicants	• 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).**
Emphasis Areas / Eligible Projects	**Eligible Projects** 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

	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. 6. **Urban Greening**: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater. **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).
Project Selection	**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.

*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?	☐	☐	☐
b. Has the CMA performed agency coordination consistent with Appendix A-7?	☐	☐	☐
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	☐	☐	☐
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?	☐	☐	☐

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?	☐	☐	☐

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)?	☐	☐	☐
c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	☐	☐	☐
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?	☐	☐	☐
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	☐	☐	☐
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?	☐	☐	☐
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	☐	☐	☐
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?	☐	☐	☐
	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?	☐	☐	☐

4. Establishing Local Funding Priorities	YES	NO	N/A
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?	☐	☐	☐

1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as:
   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:
   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.

[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.

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)?	☐	☐	☐
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?	☐	☐	☐

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)?	☐	☐	☐
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?	☐	☐	☐
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?	☐	☐	☐
d. Has the CMA submitted the documentation from item 6c, above, to MTC as part of this Checklist?	☐	☐	☐

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?	☐	☐	☐
c. Has the CMA submitted a board adopted list of projects to MTC by October 31, 2016?	☐	☐	☐

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?	☐	☐	☐
e. Does the CMA affirm that the projects recommended for funding meet the following requirements? 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? 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? *Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.*	☐	☐	☐
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?	☐	☐	☐

8. Completion of Checklist	YES	NO	N/A
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).

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? 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?	☐	☐	☐
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	☐	☐	☐

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?	☐	☐	☐
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	☐	☐	☐
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?	☐	☐	☐

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. 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. Completion of Checklist	**YES**	**NO**	**N/A**
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).

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

One Bay Area Grant

OBAG 2 Proposal

Programming and Allocations Committee

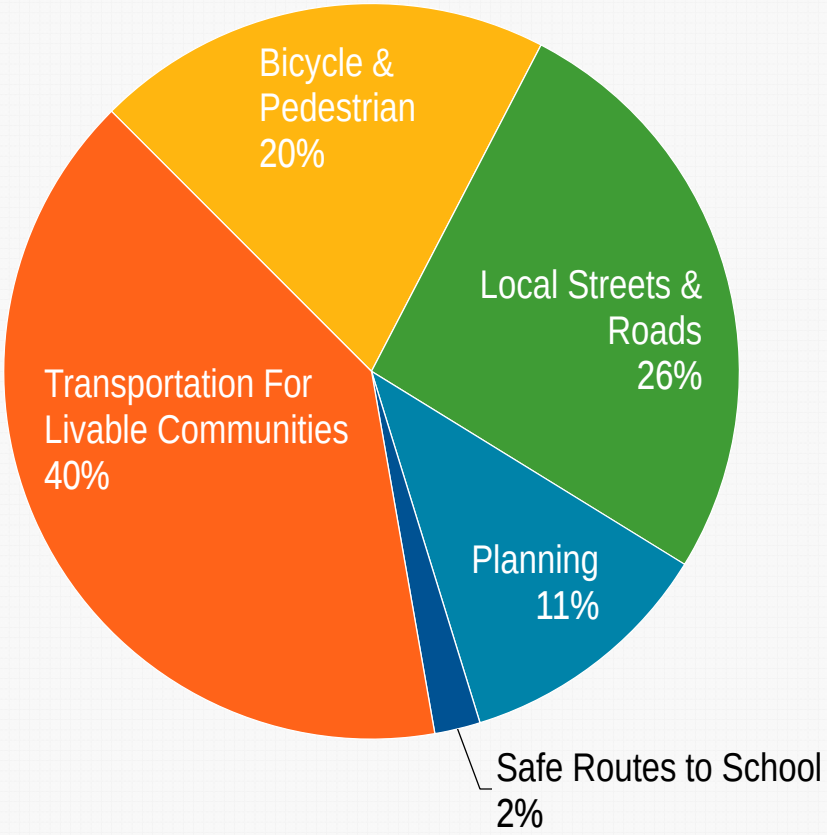
November 4, 2015

OneBayArea Grant: A Comprehensive Funding Approach

- Reward jurisdictions that accept and produce housing near transit
- Target OBAG investments in Priority Development Areas (PDAs) to support the Sustainable Communities Strategy
- Provide local funding and more flexibility on how money can be spent
- Distribute funding through a model that considers housing Support open space preservation in Priority Conservation Areas (PCAs)
- Complete Street policies to better incorporate active transportation elements and transit

OBAG 1 County Program: Project Summary

County Program Categories

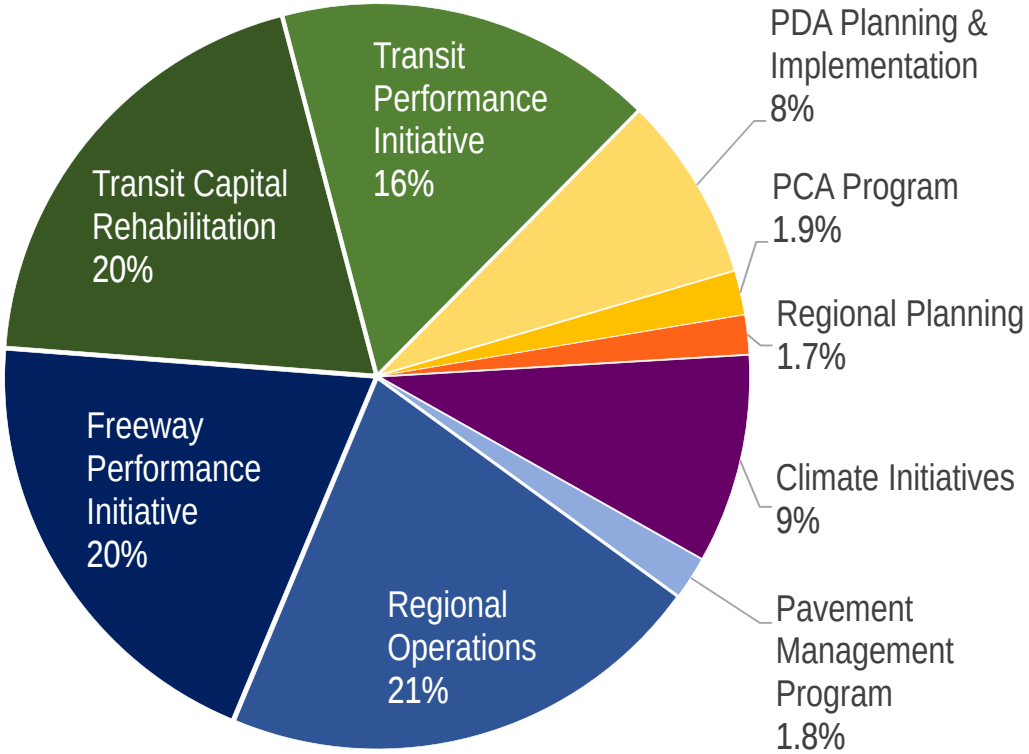


- Overall funding increased from previous cycle ($126.8M to $320M)
- More projects received grants (133 to 195)
- Average grant size increased ($1.0M to $1.6M)
- Average project size increased ($2.1M to $3.3M)
- Greater project complexity / multi-modalities and active transportation elements
- 60% of local projects contained complete streets elements

Source: OBAG Report Card, February 7, 2014

OBAG 1 Regional Program: Program Summary

Regional Program Categories



- Transit & Regional Operations (FPI, Clipper, 511):

  Largest Shares

- Planning (PDA & Regional):

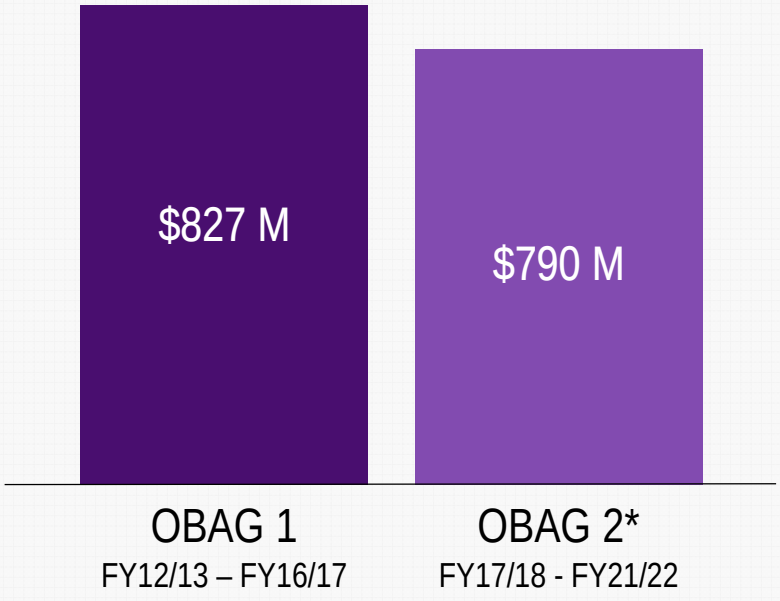
  ~10%

- PCA, Climate, PMP:

  ~14%

OBAG 2: Funding Assumptions

- OBAG 1 revenues were below expectations
- 2% annual escalation for future federal revenues, consistent with introduction of DRIVE Act
- STP/CMAQ funds only, no STIP or TE
- Five-year program from federal FY 2017-18 through FY 2021-22 to maintain program size
- $790M available for OBAG 2
- No new programs
- Balance needs of existing programs



* OBAG 2 Program Proposal

OBAG 2: Regional Program Recommendations

Millions $, rounded

Program	OBAG 1	OBAG 2
Regional Planning Activities	$8	$10
Pavement Management Program	$9	$9
Priority Development Area (PDA) Planning and Implementation	$20	$20
Climate Initiatives Program	$22	$22
Priority Conservation Area (PCA)	$10	$16
Regional Operations Programs	$184	$170
Transit Priorities Program	$201	$189
Totals	$454	$436

OBAG 2:
Regional PDA Planning Program

<u>Regional PDA Planning Program:</u>
Implements *Plan Bay Area* by supporting neighborhood-level plans that link local aspirations and regional objectives

- Planning results to-date:
  - ❑ 51 projects
  - ❑ 60,000 + housing units
  - ❑ 103,000 + new jobs
  - ❑ 26 million sq. ft. commercial development

PDA Planning → Zoning / EIR → Jobs & Housing

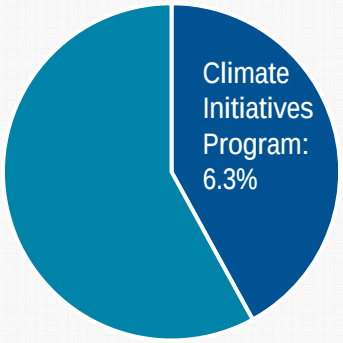
- Focus on cities with high risk of displacement
- Collaborate with CMAs and other stakeholders on program development

OBAG 2: Climate Initiatives and PCA Programs

Climate Initiatives

- Identifies and implements strategies to reduce transportation-related GHG emissions mandated by SB 375
- Accounts for 6.3% of the 15% per capita Plan Bay Area GHG required emission reductions by the year 2035
- Future funding will continue to support successful efforts from pilots

Plan Bay Area
GHG Reduction Target
(15% per capita)



PCA Program

- Program increases with $8M to the North Bay, $8M to the Regional Program (other counties) – includes $6.4 million in savings from OBAG 1 Bikeshare project

OBAG 2:
Regional Operations & Transit Priorities

Regional Operations

- Supports 511, Columbus Day Initiative, Transportation Management Systems, Rideshare
- Focus on partnerships, key corridors
- "Challenge grant" concept to leverage funding

Transit Priorities

- Support key commitments
  - ❑ BART car replacement
  - ❑ Clipper next generation system
- Contribute to Transit Capital Priorities and Transit Performance Initiative programs

OBAG 2:
County Share Formula Options

County Distribution Formula: three options for discussion

County Distribution Formula Alternatives

Program	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%

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: County Share Formula Options, continued

Alternative County Distributions

County	OBAG 1	OBAG 2 *1. Affordable Housing*	OBAG 2 *2. Affordable + Moderate*	OBAG 2 *3. Production Only*
Alameda	19.7%	20.1%	19.8%	19.2%
Contra Costa	14.2%	13.7%	14.7%	14.1%
Marin	3.3%	2.8%	2.8%	3.0%
Napa	2.3%	2.2%	2.2%	2.2%
San Francisco	11.7%	12.9%	12.3%	13.4%
San Mateo	8.4%	8.5%	8.5%	7.9%
Santa Clara	27.2%	27.7%	27.1%	27.3%
Solano	5.9%	5.2%	5.5%	5.4%
Sonoma	7.2%	7.1%	7.2%	7.7%

Notes: OBAG 1 final distribution after applying adjustments and SRTS
OBAG 2 distributions include SRTS and FAS categories and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

OBAG 2: Cultivate Linkages with Local Land Use Planning

- PDA investment targets remain at 50% for the four North Bay counties and 70% for the other counties
- For OBAG 2, jurisdictions need to either have updated their circulation elements after January 1, 2010 to meet the State's Complete Streets Act of 2008, or adopt a complete streets resolution per the MTC model used for OBAG 1
- HCD-certified housing elements required; 4 jurisdictions did not meet deadline

OBAG 2: Next Steps

November 2015	PAC/Commission review/decision on county distribution options, approval of OBAG 2 procedures and guidance
December 2015 – October 2016	CMA project solicitation and selection followed by MTC staff review of projects
December 2016	Commission approves county and regional OBAG 2 projects

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DATE: November 23, 2015
TO: STA TAC
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 STP 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.

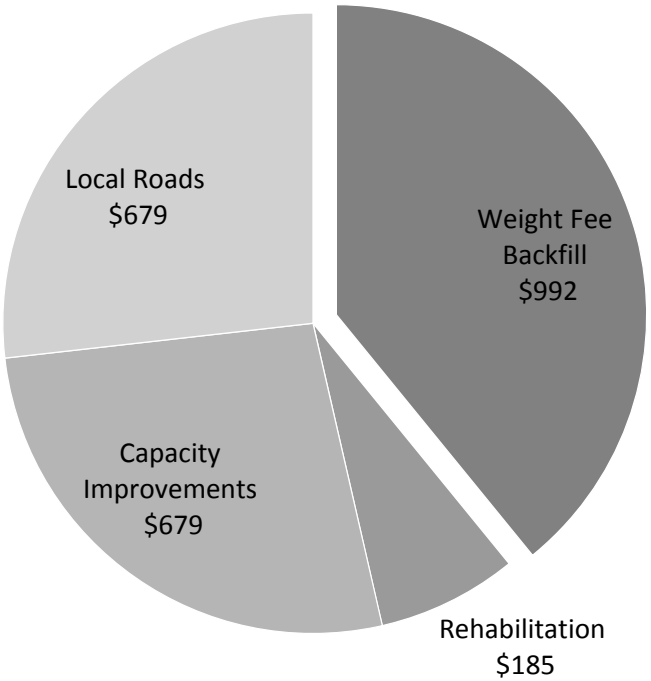
Attachments:

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

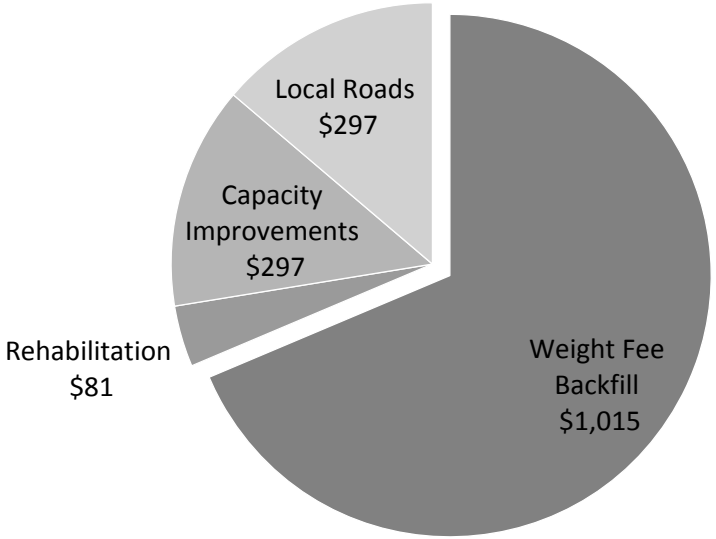
Based on Board of Equalization Estimate for 2015-16

2014-15
Distribution



$2.5 Billion
Rate: 18.0 cpg

2015-16
Distribution



$1.7 Billion
Rate: 12 cpg

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

8/4/2015

Metropolitan Transportation Commission

All numbers in thousands

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\P&Ps\[2016 STIP FE Targets 2015-08-04.xlsx]Sheet1

MTC Resolution No. 4118
Attachment 1-B, Revised

Attachment C

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

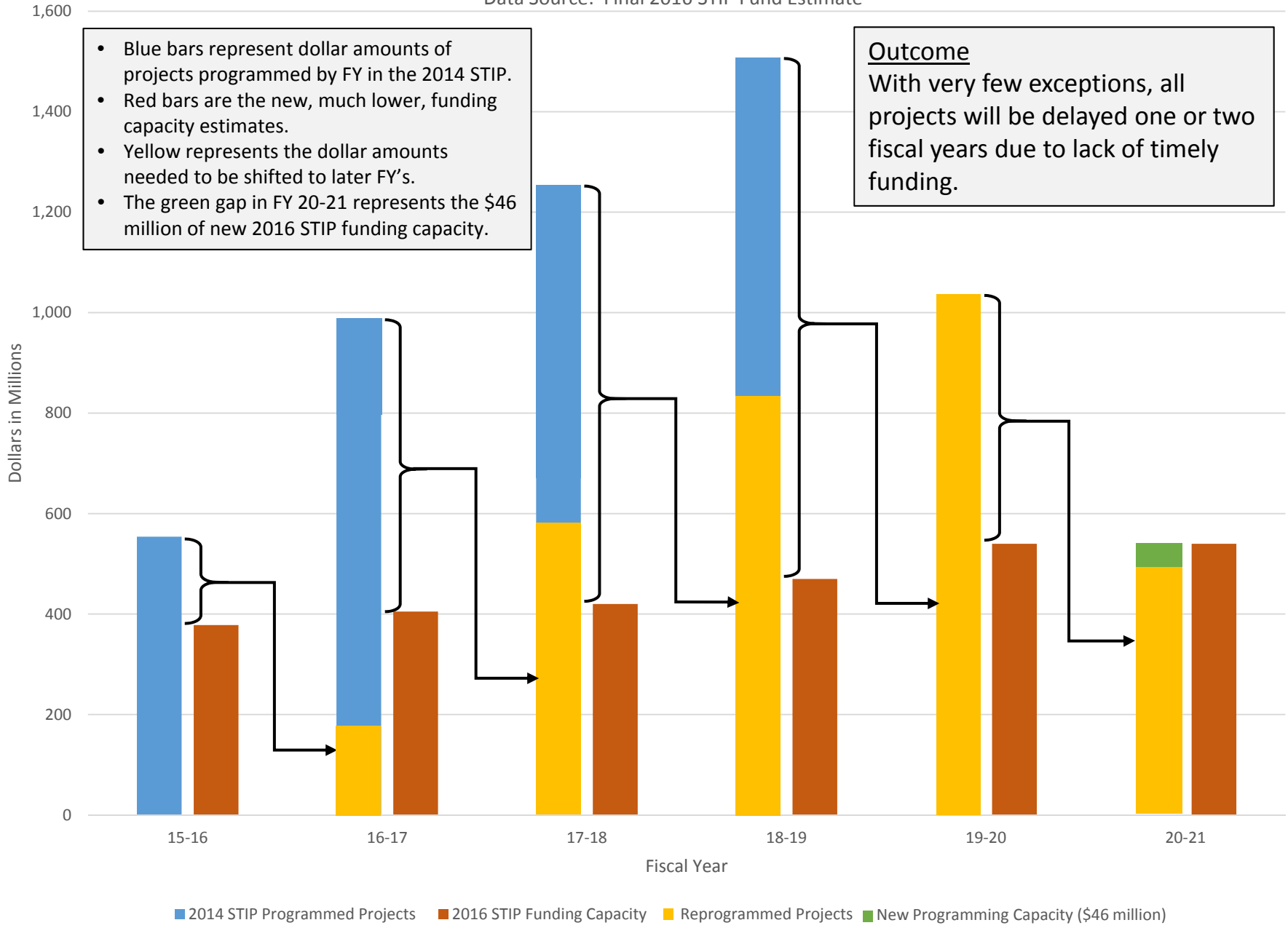
	g	h	g-h=i	j	i-j	f-i
	PPM Limit FY 2016-17 FY 2017-18 FY 2018-19	**Currently Programmed for FY 2016-17**	**PPM Available for Programming MTC+CMA**	**MTC Share for FY 2017-18 FY 2018-19**	**CMA Share for FY 2017-18 FY 2018-19**	**2014 STIP CMA Program Capacity less PPM****
Alameda	**2,607**	1,017	**1,590**	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.

J:\PROJECT\Funding\RTIP\14 RTIP\[Upd Final 2014 STIP FE Targets 2013-10-01.xlsx]Sheet1

Schematic Illustrating How Lowered Funding Projections Necessitate Project Delays

Data Source: Final 2016 STIP Fund Estimate



- Blue bars represent dollar amounts of projects programmed by FY in the 2014 STIP.
- Red bars are the new, much lower, funding capacity estimates.
- Yellow represents the dollar amounts needed to be shifted to later FY's.
- The green gap in FY 20-21 represents the $46 million of new 2016 STIP funding capacity.

Outcome

With very few exceptions, all projects will be delayed one or two fiscal years due to lack of timely funding.

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DATE: December 8, 2015
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Discussion of Draft 2015 Solano County Pothole Report

Background:
The 2014 Solano County Pothole Report was approved by the STA Board in October 2014 and was Solano County's first annual pothole report documenting the status of Solano County local roads and available funding. Since that time, agency's local streets and roads budgets have changed and maintenance has occurred. With this new information, an updated look at the state of Solano County roadways and projections on future funding needs is justified. The Draft version of the 2015 Solano County Pothole Report has been reviewed by the Project Delivery Working Group (PDWG) and the STA Technical Advisory Committee (TAC). Efforts to continue improving the report are ongoing. On December 4th, the TAC and the PDWG held a joint meeting to discuss the added content with the goal of having a final draft completed by the next TAC meeting on December 16th and provided to the STA Board by January 2016.

The Solano County Pothole Report is developed utilizing outputs from MTC's StreetSaver pavement management program. This program is used by all Solano County member agencies to track the maintenance of pavement and to project which segments of pavement should be prioritized for maintenance. The program can also be used to project future year Pavement Condition Index (PCI) scenarios with the option to enter varying amounts for budgets.

Discussion:
The 2015 Pothole Report continues to examine the current and future road conditions, and funding needs of Solano County jurisdictions, but also adds a focus on the large portion of funding that goes to non-pavement needs and answers the question "why are roads failing now?" The updated report also explains the savings involved in investing in roadway maintenance today or spending much more by rebuilding roads later. Below is a table providing a short summary of the numbers that changed from 2014 to 2015 Pothole Report.

Category	2014 Pothole Report	2015 Pothole Report
Current PCI	65 (2013)	65 (2014)
Projected Timeline	15 Years	10 Years
3-Year Avg. Budget	$20M	$21.8M
Annual Shortfall for PCI 60	$24M (by 2028)	$18M (by 2024)
Annual Shortfall for PCI 75	$50M (by 2028)	$58M (by 2024)

- Current PCI: The current PCI is a weighted average of all Solano County cities and the unincorporated county. The "Current PCI" stayed the same from the previous report largely due to unincorporated Solano County's roads increasing substantially, while other Solano cities PCI scores dropped; this averaged out to keep the PCI steady at 65.

- Projected Timeline: The projected timeline is the timeline in which the StreetSaver program projects out PCI scores. This moved from 15 years in the 2014 report to 10 years in the 2015 report. This change was in response to member agencies concerns that longer-term projections tend to be less reliable than shorter-term projections.
- 3-Year Avg. Budget: This amount takes an average of the past 3-years budgets. This is done to make sure to smooth out any fluctuations in budgets that can occur due to a poor budget year or grant received. The 3-year budget increased from approximately $20M in 2014 to $21.8M in 2015. This increase was largely a result of not including FY 2012-13, which was a bad budget year generally, and the cities of Benicia and Fairfield increasing their local streets & roads budgets.
- Annual Shortfall for PCI 60: This amount is projected utilizing StreetSaver by entering a jurisdiction's current budget and year of projection. In the 2014 Pothole Report, the projection year was 2028, which led to a higher annual shortfall than the 2015 Pothole Report, as it meant cities had a long time to decrease from their current PCI scores to PCI 60. The 2015 Pothole Report projection is lower because cities don't have to invest as much over 10 years to decrease to PCI 60 as they would over the 15 year period the 2014 Pothole Report projected.
- Annual Shortfall for PCI 75: This amount is also projected utilizing StreetSaver by entering a jurisdiction's current budget and year of projection. The 2014 Pothole Report has a smaller shortfall than the 2015 Pothole Report. This is due to the fact that most jurisdiction have to increase their PCI scores to this goal and have a shorter time to do it (10 years vs. 15 years) than the 2014 Pothole Report.

Example Roadway Maintenance Infographics

Infographics showcasing a breakdown of costs associated with various types of example roadway maintenance projects will be included in an updated version of the Pothole Report. These infographics will help to inform the public and decision makers that a large portion of the costs associated with any roadway project are non-pavement needs. It will also show how much of a particular jurisdictions roads can be maintained with a limited maintenance budget.

Individual City Summaries

Individual city summaries have been developed and provided to the TAC members for their review. These summaries include 10 year funding shortfalls for PCI 60, maintaining current PCI, and PCI 75. Graphs on past 5 year budget revenues and expenditures are also included.

(Revised) PROPOSED SCHEDULE

Present Draft Outline to TAC	September 30th
Present Draft Report to TAC (Information)	November 18th
Present Revised Report to TAC (Information)	December 16th
Present Report Outline to Board (Information)	January 6th
Present Draft Report to TAC (Action)	January 10th
Present Draft Report to STA Board (30 Day Public Comment)	February 10th
Present Final Report to STA Board (Adoption)	March 9th

Recommendation:

Informational.

Attachment:

A. Example Project Infographic (To be provided under separate cover)

Solano Transportation Authority

DATE: December 2, 2015
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program First Quarter Report

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Background:
The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of $1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:
STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2015-16 in the amount of $27,526.51. These funds are available for local agencies to claim, in addition to the FY 2015-16 funding allocations, based on the DMV funding formula.

For the First Quarter of FY 2015-16, STA received the allocation from the State Controller's Office in the total amount of $99,572.84 and has deducted $2,987.19 for administrative costs. The total remaining AVA fund balance after the first quarter disbursement to the member agencies is $33,944.81. This amount includes the carryover funds from FY 2014-15 and will be disbursed in the second quarter utilizing the funding formula.

The Cities of Fairfield and Vallejo have been particularly active during the first quarter in abating vehicles.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2015-16 and is compared to the total FY 2014-15 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

Fiscal Impact:
None

Recommendation:
Informational.

Attachment:
A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2015-16 and FY 2014-15

ATTACHMENT A

Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2015-16 and FY 2014-15

	FY 2015-16 (Q1)				FY 2014-15		
Member Agency	**# of Abated Vehicles**	**Reimbursed Amount**	**Cost per Abatement**	**% of Abated Vehicle from Prior FY**	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	122	$2,959	$24	36%	341	$8,627	$25
City of Dixon	68	$5,863	$86	41%	166	$17,561	$106
City of Fairfield	497	$14,221	$29	28%	1,805	$53,782	$30
City of Rio Vista	0	0	0	0	0	0	0
City of Suisun	52	$6,484	$125	31%	168	$32,740	$195
City of Vacaville	21	$14,337	$683	32%	65	$40,485	$623
City of Vallejo	597	$44,565	$75	42%	1,409	$217,743	$155
Solano County Unincorporated area	15	$1,739	$116	10%	145	$6,887	$47
Total	**1,372**	**$90,167**	**$66**	**33%**	**4,099**	**$377,823**	**$92**

The total remaining AVA fund available after the first quarter disbursement to member agencies is $33,944.81. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2015-16.

DATE: November 25, 2015
TO: STA TAC
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 Grants[1]						
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/msprog/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 Grants[1]						
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_Susatainable_Communities_Program_Guidelines.pdf

Solano Transportation Authority

DATE: December 10, 2015
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached are the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachments:

A. Safe Routes to School Advisory Committee Meeting of November 18, 2015
B. Paratransit Coordinating Council (PCC) Meeting of November 19, 2015
C. Transit & Rideshare Committee Meeting of December 2, 2015

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Agenda Item 7.A
November 18, 2015

SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Minutes of November 18, 2015

1. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 11:30 a.m. in the STA Main Conference Room.

SR2S-AC Members Present:	Jim Antone	Yolo-Solano Air Quality Management District
	Robin Cox	Solano County Dept. of Public Health
	Ozzie Hilton	City of Vacaville, Public Works Department
	Kevin McNamara	Pedestrian Advisory Committee Representative
	Mitchell Romao	Vallejo City Unified School District
	Andrew White	City of Suisun City Police Department
	Garland Wong	City of Fairfield, Traffic Engineering
STA Staff Present:	Karin Bloesch	STA
	Betsy Beavers	STA
	Ryan Dodge	STA
	Sheila Ernst	STA
	Drew Hart	STA
	Sarah Fitzgerald	STA
Others Present:	Rachel Dula	Fairfield Unified School District
	Ariana Gildon	Solano County Public Health
SR2S-AC Members absent:	Frank Hartig	City of Benicia Police Department - Traffic
	Mike Segala	Bicycle Advisory Committee
	Jay Speck	Solano County Office of Education

2. CONFIRM QUORUM

A quorum was confirmed.

3. APPROVAL OF AGENDA: November 18, 2015

With a motion from Ozzie Hilton and a second from Andrew White the SR2S-AC unanimously approved the agenda. (7 Ayes, 3 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

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6. PRSENTATIONS

A. East Tabor Avenue Sidewalk Gap Closure & Safety Improvements Project

Garland Wong provided a verbal presentation on the East Tabor Avenue Sidewalk Gap Closure & Safety Improvements Project.

The group discussed data and sidewalk access.

7. APPROVAL OF MEETING MINUTES FROM

Recommendation: Approve the SR2S-AC minutes of August 18, 2015.

On a motion from Robin Cox and a second from Ozzie Hilton the SR2S-AC unanimously approved the August 18, 2015 meeting minutes.
(5 Ayes, 3 Absent 2 Abstained)

8. ACTION ITEMS – FINANCIAL

A. Public Safety Enforcement Grant – Round 2

Sarah Fitzgerald presented the Round 2 of the Public Safety Enforcement Grant. She explained that the City of Vacaville received $60,000 to implement their project titled 'School Safety Through the 4Es,' which includes implementation of county-wide crossing guard training. She stated that it will also include education, safety assemblies, a poster competition and an incentive program as well as targeted direct enforcement around schools during peak hours of school drop-off and pick-up times.

Ms. Fitzgerald stated that the City of Rio Vista received $30,360 to implement their proposed project titled 'Pedestrian and Vehicle Safety Campaign.' She explained that officers have performed targeted direct enforcement around the schools and have purchased two electronic portable speed and message boards which provide radar feedback as well as collect traffic count and speed data to encourage drivers to slow down. She concluded that the City of Rio Vista has $15,800 remaining and will not spend its entire grant by the end of this calendar year when the contract expires.

Recommendation:

1. Approve the extension of the term of the enforcement grants with the Cities of Rio Vista and Vacaville to go through June 30, 2016.
2. Amend the City of Vacaville's contract to allow remaining funds to be spent on staff time for crossing guard training and targeted direct enforcement around schools.

On a motion from Ozzie Hilton and a second from Andrew White the SR2S-AC unanimously approved the August 18, 2015 meeting minutes. (7 Ayes, 3 Absent)

9. ACTION ITEMS – NON-FINANCIAL

A. 2016 SR2S Chair and Vice-Chair Officer Election

Sarah Fitzgerald provided a brief update on the 2016 SR2S-AC Chair and Vice-Chair Officer Election. She stated that the SR2S-AC Chair and Vice-Chair appointments for 2015 were made on December 10, 2014. She explained that Mel Jordan, the schools representative, was appointed Chair, and Jim Antone, air district representative, was appointed Vice-Chair and since then Mr. Jordan has retired,

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therefore, at the August 18, 2015 meeting, Jim Antone was appointed Chair and Commander Andrew White was appointed Vice-Chair.

Ms. Fitzgerald concluded that since neither Mr. Antone nor Commander White has served a full year in their respective capacities as Chair and Vice-Chair, it is recommended to extend their terms for the 2016 calendar year.

Recommendations:
1. Approve Jim Antone as the SR2S-AC Chair.
2. Approve Andrew White as the SR2S-AC Vice-Chair.

On a motion from Kevin McNamara and a second from Robin Cox the SR2S-AC unanimously approved the August 18, 2015 meeting minutes. (7 Ayes, 3 Absent)

10. INFORMATIONAL ITEMS – DISCUSSION

A. One Bay Area Grant (OBAG) 2 Update

Robert Macaulay provided a brief background of the OBAG 2 and explained how MTC's policies for OBAG 2 will affect the SR2S program. He stated that the development of One Bay Area Grant Program (OBAG 2) is currently underway by the Metropolitan Transportation Commission and that the 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). He added that the program will establish commitments and policies for investing roughly $800 million over the five year period from FY 2017-18 to FY 2021-22, funded by federal funds authorized by Congress in the reauthorization of Moving Ahead for Progress in the 21st Century (MAP 21) for the nine Bay Area Counties, including Solano County.

Robin Cox requested that a link be sent out to review what is already being identified in the plans for OBAG 2 funding.

Jim Antone requested STA Staff to look into other schools and cities priorities.

B. Solano County Public Health Narrative Report

Robin Cox presented the Solano County Public Health Narrative Report for September and October 2015. She discussed the progress of the education and encouragement events, middle & high school program implementation and involvement. She highlighted student and parent education activities, outreach and marketing.

C. Walking School Bus Updates

International Walk to School Day

Karin Bloesch and Betsy Beavers provided an update on the Walking School Bus. Ms. Bloesch announced that October 7, 2015 marked the 4th year of participation in International Walk to School Day for Solano SR2S in which 44 schools registered and 9,245 students walked or biked to school. She added that each city had an elected dignitary attend at least one schoolwide event and that certificates of participation were mailed out to each school summarizing the number of students that participated in their event. Betsy Beavers provided an overview of the Fall 2015 Student Travel Tally Survey. She concluded that the public was able to participate

by submitting their surveys online. Ms. Beavers concluded her presentation with the results of the STA 18th Annual Awards Dinner nominations and results.

Walking School Bus Update
Sarah Fitzgerald provided an update on the Walking School Bus. She stated that staff has been meeting with principals and Academic Support Providers at interested schools and helping launch Walking School Buses as well as weekly walking programs such as: Fit Fridays, WOW Wednesday/days, and Walking Wednesday. Several volunteers have been trained at schools throughout the county. She concluded that staff will continue contacting additional schools to encourage participation in SR2S events and starting a Walking School Bus program or a weekly Walk or Wheel day.

D. Active Transportation Program (ATP) Update
Sarah Fitzgerald provided an update on the ATP. She explained that on September 15, 2015 the California Transportation Commission (CTC) released the list of projects recommended for ATP Cycle 2 funding. MTC released the list of projects recommended for the regional portion of the funds on October 7, 2015. She stated that the SR2S Program's application was successful at the regional level and STA was awarded $3.067 million by the Metropolitan Transportation Commission (MTC) on October 28th.

Ms. Fitzgerald explained that these infrastructure improvements are priority projects identified in the STA's Safe Routes to School Plan completed in 2013. She stated that the design and engineering for these projects will take place in FY 2016-17, with construction to start in FY 2017-18. Ms. Fitzgerald concluded her presentation with the ATP scores.

11. INFORMATIONAL ITEMS – NO DISCUSSION
A. 2016 SR2S-AC Meeting Schedule
B. Attendance Matrix

12. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS
- **Enforcement Grant**

13. ADJOURNMENT
The meeting was adjourned at 1:00 p.m. The next regularly scheduled meeting of the SR2S-AC will be February 17, 2016 at 1:30 p.m. in the STA Conference Room.

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL
AGENDA
Minutes for the Meeting of
November 19, 2015

1. CALL TO ORDER

Edith Thomas called the meeting to order at 1:00 p.m. in the SolTrans Operations and Maintenance Facility Conference Room.

Voting Members Present: ***In Alphabetical Order by Last Name***

Lyall Abbott	Member-at-Large
Richard Burnett	MTC PAC Representative
Curtis Cole	Public Agency – Health & Social Services
Judy Nash	Public Agency – Education
Ernest Rogers	Vice-Chair, Transit User
Cynthia Tanksley	Transit User (arrived at 3:35 p.m.)
Edith Thomas	Chair, Social Service Provider
James Williams	Member-at-Large

Voting Members Not Present: ***In Alphabetical Order by Last Name***

Kenneth Grover	Transit User
Anne Payne	Social Service Provider – Senior Living Facility

Also Present: ***In Alphabetical Order by Last Name***

Rowina Abadeza	Mobility Connections
Jason Bustos	SolTrans
Derik Calhoun	NEXT
Rafael Chaves	NEXT
Melanie Cook	Solano County Behavioral Health
Deborah Dickson	Vallejo Citizen/Advocate
Sheila Ernst	STA
Rachel Ford	Solano County Behavioral Health
Tiffany Gephart	STA
Kristina Holden	STA
TJ Kumar	North Bay Transit
Dollene Jones	Abundance Worldwide
Debbie McQuilkin	STA
Liz Niedziela	STA
Mary Pryor	NWC
Mandi Renshaw	Solano County Transit/SolTrans
Shanelle Steward	Vallejo Citizen/Advocate
Debbie Whitbeck	Fairfield and Suisun Transit

2. CONFIRM QUORUM

A quorum was confirmed.

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3. INTRODUCTIONS

4. APPROVAL OF AGENDA

With a motion by Ernest Rogers and a second by Lyall Abbott, the PCC approved the November 19, 2015 Agenda. (7 Ayes, 3 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

None.

6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL

Sheila Ernst stated that Dixon was added to the PCC Outreach Plan this year. She stated the Senior Center in Dixon serves lunch to seniors from 11:00 a.m. to 2:30 p.m. Ms. Ernst explained the next meeting may be held from 2:30 – 4:30 p.m. at the Dixon Senior Center on Thursday, January 21, 2016. The present PCC Members agreed to attend. Ms. Ernst will follow up with the absent members following the meeting.

7. PRESENTATIONS

(1) Mandi Renshaw provided a presentation on the SolTrans Regional Paratransit Policy. (Attachment A)

(2) Mandi Renshaw provided a presentation on the SolTrans Operations & Maintenance Facility Overview. (Attachment B)

(3) Mary Pryor provided a presentation on the Intercity Taxi Scrip Fare Change Proposal. (Attachment C)

Deborah Dickson, a TAFB employee expressed concerns that there is not enough taxi scrip booklets.

The group discussed distribution of taxi scrip and non-ambulatory service.

Liz Niedziela explained how the funding for the Intercity Taxi Scrip program was obtained. She stated that feedback and comments pertaining to this program is currently being obtained through a scheduled public outreach period and will be provided to the STA Board in February 2016.

Mary Pryor announced that the Intercity Taxi Scrip comment cards can be found at the back table and encouraged the group to submit their comments immediately.

8. CONSENT CALENDAR

A. Minutes of the PCC Meeting of September 17, 2015.

Recommendation:

Approve PCC minutes of September 17, 2015.

With a motion by Lyall Abbott and a second by Ernst Rogers, the PCC approved Consent Calendar Item A. (7 Ayes, 3 Absent)

9. ACTION ITEMS

A. PCC Chair and Vice-Chair Nominations

Kristina Holden stated that since the Chair and Vice-Chair terms are due to expire on December 31st, 2015, Edith Thomas, Ernest Rogers, and Lyall Abbott met on October 20th as the nominating committee and selected two (2) members as candidates for the Chair and Vice Chair positions. She announced that Ernest Rogers and Lyall Abbott have been selected as candidates for the Chair position and Anne Payne and Curtis Cole have been selected as candidates for the

Vice Chair position. She stated that Curtis Cole respectfully declined the nomination for Vice-Chair.

Edith Thomas conducted the vote and asked the members to select a Chair and Vice-Chair to the committee. The group nominated Anne Payne (not present) as the PCC Vice-Chair and Ernest Rogers as Chair of the PCC. If Anne Payne declines the position as Vice-Chair, Lyall Abbott has agreed to run for the position and term.

Recommendations:

1. The members of the PCC will take a vote to select the Chair and Vice Chair to a term running from January 2016 through December 2017.

By consensus the PCC selected Ernest Rogers as Chair and Anne Payne as Vice-Chair for a term running from January 2016 through December 2017. (7 Ayes, 3 Absent)

10. INFORMATIONAL ITEMS - DISCUSSION

A. PCC Membership Status Update

Kristina Holden provided a status update on PCC Membership. Ms. Holden explained that at the October 2015 Board meeting, the STA Board reappointed Richard Burnett to the PCC for a three (3) year term as Metropolitan Transportation Commission (MTC) Public Advisory Committee (PAC) representative; and reappointed James Williams to the PCC for a three (3) year term as member-at-large representative. She stated that currently, there is one (1) vacancy for a Social Services Provider and that the STA has received an interest form and will present this new information in January.

11. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

Edith Thomas introduced Rowina Abadeza as the new Transit Mobility Coordinator at Connections For Life.

12. INFORMATIONAL ITEMS – NO DISCUSSION

A. 2015 PCC Meetings and Locations

13. TRANSIT OPERATOR UPDATES

Dixon Readi-Ride:

Liz Niedziela provided an update on the Dixon Readi-Ride service.

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on FAST service.

Rio Vista Delta Breeze:

Liz Niedziela provided brief update on the Rio Vista Delta Breeze service.

SolTrans:

Mandi Renshaw provided brief updates on the SolTrans service and promotions.

At this time PCC Member Cynthia Tanksley arrived to the meeting.

Vacaville City Coach:

Liz Niedziela provided an update on the Vacaville City Coach service and promotions.

14. ADJOURNMENT

The meeting adjourned at 2:45 p.m. The next meeting of the PCC is scheduled to meet at **2:30 p.m., Thursday, January 21, 2015 at the Dixon Senior Center in Dixon.**

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TRANSIT & RIDESHARE COMMITTEE
Draft Minutes for the meeting of
December 2, 2015

1. CALL TO ORDER

Jack Batchelor, Jr. called the meeting to order at 1:30 p.m. in the Solano Transportation Authority (STA) Conference Room.

Committee Members Present:

Jack Batchelor, Chair	City of Dixon
Osby Davis	City of Vallejo
Curtis Hunt	City of Vacaville
Elizabeth Patterson	City of Benicia
Chuck Timm for Harry Price	City of Fairfield

Committee Members Absent:

Mona Babauta	SolTrans Representative
Erin Hannigan	County of Solano

Others Present:

Anthony Adams	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Robert Macaulay	STA
Liz Niedziela	STA
Elizabeth Richards	Elizabeth Richards Consulting

2. APPROVAL OF AGENDA

On a motion by Board Alternate Member Hunt, and a second by Board Member Davis, the Transit and Rideshare committee approved the December 2, 2015 agenda. (5 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. CONSENT CALENDAR

A. Minutes of the Transit & Rideshare Committee Meeting of October 8, 2015

Recommendation:
Approve the Transit & Rideshare Committee meeting minutes of October 8, 2015.

On a motion by Board Member Davis, and a second by Board Member Patterson, the Transit and Rideshare Committee approved the recommendation. (5 Ayes, 2 Absent)

5. **ACTION ITEM (Discussion)**

A. **Comprehensive Transportation Plan (CTP) Update – Transit and Rideshare Element – Goals**

Robert Macaulay provided an update on the Comprehensive Transportation Plan. He explained that the goals are the milestones by which achievement of the Purpose Statement are measured and lead to specific policies and performance measures that help guide the STA Board when it allocates resources to projects and programs. He stated that currently-adopted Transit and Rideshare Element Goals are not organized in any functional or thematic manner, which makes them harder to follow. Mr. Macaulay cited the new proposed Transit and Rideshare Element recommended Goals that fall into four general categories (1) Provide Rider Convenience and Choice, (2) Develop and Maintain Infrastructure, (3) Help Improve Air Quality, and (4) Fund Vehicles, Facilities and Services. Mr. Macaulay concluded that if substantial comments are received at the December 15th Consortium meeting, STA staff will bring the Goals and comments back to this Committee but if comments are minor, they will be presented to the STA Board for adoption in January 2016.

Board Member Patterson suggested ***developing a routine process to update the element and that the goals also focus on the younger generation in addition to the senior community.***

Robert Macaulay stated that he would add language to accommodate these points.

Recommendation:
Recommend that the STA Board adopt the revised Transit and Rideshare Element Goals provided in Attachment C.

On a motion by Board Member Patterson, and a second by Board Member Davis, the Transit and Rideshare Committee approved the recommendation. (5 Ayes, 2 Absent)

6. **INFORMATIONAL ITEMS (Discussion)**

A. **CTP-Transit and Rideshare Element Update: Resources**

Elizabeth Richards provided a presentation overview of the CTP-Transit and Rideshare Element Update: Resources. She explained that the resources are focused on intercity bus, carpool/vanpool, paratransit and mobility management programs. She highlighted the federal funding and revenues used by intercity bus, carpool/vanpool, paratransit, mobility management. Ms. Richards outlined the 5307, 5310, 5311, 5316, 5317 and CMAQ federal programs and discussed state, regional and local funding.

B. **Comprehensive Transportation Plan (CTP) Update – Transit and Rideshare Element – Goal Gap Analysis Introduction**

Robert Macaulay provided an introduction to the Comprehensive Transportation Plan (CTP) Update – Transit and Rideshare Element – Goal Gap Analysis. Robert Macaulay explained that the Goal Gap Analysis examines the difference between the Transit and Rideshare system as it exists today, as reflected in the State of the System report, and the system as it is envisioned in the future, as reflected in the Goals. Mr. Macaulay explained the criteria that are used to measure the progress on meeting the goals of the Transit and Rideshare Element. He stated that STA staff will also be working on an analysis of the resources that are reasonably expected to be available over the next 5 to 10 years and that the final steps in completing the Element is to look at projects identified by the 7 cities and the county, the transit providers, Caltrans and STA, and then begin to prioritize the available resources to implement projects that fill the identified gaps.

Board Member Patterson requested a graph be developed that outlines date to date rate of implementation and the growth capacities in transit and modes to track our investments.

C. Mobility Management (Senior & People with Disabilities)

Daryl Halls provided a presentation on the Mobility Management (Senior & People with Disabilities). He stated that the senior growth in population will double by 2040 and explained how this issue was identified through plans, summits, advisory committees, and the 2011 Solano Transportation Study for Seniors and People with Disabilities in which providing mobility was cited as a significant issue. Mr. Halls discussed the Solano Mobility Management programs priorities for implementation and the Solano County Intercity Taxi program phases 1 and 2. He outlined the Fiscal Year (FY) 2015-16 Mobility Management revenues of 1.8 million, issues that still need to be addressed and the next priorities. Mr. Halls provided the status of Solano County Pothole Report, discussed a few facts about older drivers and explained how the new tax measure would help to resolve these issues.

Board Member Alternate Hunt announced that Paul Mitchell will be in Vacaville on January 28th in Vacaville discussing voter apathy issues and how information is received.

7. COMMITTEE MEMBER COMMENTS

Board Member Patterson recommended that the STA track the criteria of the State's Cap and Trade Program because we are a low density rural County that does not measure up to the current criteria for urban projects.

8. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2015 was presented.

9. ADJOURNMENT

The meeting adjourned at 1:30 p.m. The next Transit & Rideshare committee meeting is scheduled to meet on **Monday, January 25, 2016 at 1:30 p.m**. at the Solano Transportation Authority.

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DATE: December 16, 2015
TO: STA TAC
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 STA Board and Advisory meeting schedule for Calendar Year 2016 that may be of interest to the STA TAC.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Meeting Schedule for Calendar Year 2016

Solano Transportation Authority

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., May11	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 RECESS	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)		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 9	6:00 p.m.	STA's 18th Annual Awards	TBD – Rio Vista	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues.., November 15	10:00 a.m.	Intercity Transit Consortium	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
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
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